GRUMMAN plane news

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Providing vital medical care goal of Health Systems . . .

The needs are old. Some are classic. And for many centuries, the problems of researching the nature of Man's illnesses, treating the ailments, and bringing relief to the suffering were almost strictly in the province of the physician. Help has come, of course, from foundations, from the wealthy, and more recently from fund drives as people generally became increasingly concerned about their fellow human beings.

Then, as the scientific revolution gathered speed, as Man himself ingeniously developed new technologies—some from space explorations—new ways to attack old and pervasive difficulties came to light, almost suddenly, like the bright light of a glorious sunrise.

One of those new ideas has resulted in a new Company effort, Grumman Health Systems, which, among other things, has designed a special bus for the handicapped. Examining a scale model of the bus during a recent exhibit are Clint Towl, Grumman Corporation Board Chairman; Bill Schwendler, Chairman of the Executive Committee of Grumman Corporation; and Joan Manahan of Health Systems. (Photo by Bob Settles). For more on Health Systems, please see page 3.

. . . while United Fund aims at $4 million campaign goal

The world of a mentally-retarded youngster can be a lonely place indeed, but it needn't be. In recent years great strides have been made in the teaching and training of young people, such as those shown in photo by Fred Annette at the Association for Retarded Children in Patchogue. And when that training is combined with love and understanding, these "special" people in our society are showing that they, too, can make a place for themselves in the community.

But they need help. On Long Island, three voluntary agencies associated with the United Fund provide assistance to the mentally retarded—the ARC, the Association for the Help of Retarded Children, and Skills Unlimited. In all, there are 19 non-profit hospitals and 60 voluntary agencies that provide Long Islanders with vital health and character-building services. The United Fund—if you don't do it, it won't get done. For more, please see page 12.

Plant 14 team heading westward to test new navigational system

By early November, a mobile special electronics van will have arrived in New Mexico from Bethpage to take its place in a new system that may "cover the earth."

Program Manager John Courtney says that the Air Force effort, called System 621B, is a satellite navigation system—for aircraft, surface ships, or submarines—"that uses continuously transmitting earth synchronous satellites — that is, as the earth rotates the satellites continue to cover the same area of the earth."

The values of such a system become clear when one realizes that the satellites will be transmitting, by code known only to the users, while users' electronic gear can remain passive. In other words, users don't run the risks of identification; they just "tune in" the right channel.

"The radiating," says Don Kinney, Engineering manager, "is done by the satellites, and the non-radiating users pick up the information they need, such as exact position and velocity."

The New Mexico tests are to simulate the satellite system. As Linc Pearsall, antenna evaluation engineer, and Gene Burke of RF engineering, describe it, the van (the Mobile Calibration Station) will act as the master ground station; four ground transmitters will be taking the place of four satellites.

Field Test Manager Ralph Laho, along with a fair-sized crew, are destined to become familiar with a lot of desert: The tests are to run for four months or more.

"The important thing," says Courtney, "is that four or five satellites could be grouped together to form a constellation, and with just three constellations we could quite literally cover the earth."

The System 621B Program is under the direction of the Air Force, Space and Missile Systems Organization (SAMSO) headquartered at Los Angeles.

Satellite simulation. **Discussing upcoming tests of an Air Force satellite navigation system are (L to R) Don Kinney, engineering manager, Ralph Laho, Field Test manager, and John Courtney, program manager, Special Projects. (Photo by Fred Annette)**

Students to participate in Skylab

Well the kids are going to have their day. They'll be hearing about it in school, no doubt, but it wil be more fun if Dad is aware of the project.

This concerns Skylab, the earth orbital space laboratory to be launched in 1973 (precursor of the Space Shuttle, due for manned launch in 1978). They can suggest experiments for the astronauts to engage in, either recreational or scientific.

For literature and all details, write to Skylab Student Project, National Science Teachers Association, 1201 16th St. N.W., Washington, D. C. 20036. NSTA is cosponsor with the National Aeronautics and Space Administration.

In this project, activities proposed by students would be conducted by the astronauts on board Skylab in the course of Skylab missions.

The program is open to all students in grades nine through twelve in U.S. public, private, parochial, and U.S. overseas schools.

Certificates and other awards will be made to student entrants. Twenty-five participants will be selected to go to a Skylab Student Education Conference at Kennedy Space Center at the time of the Skylab launch, and a limited number of student-proposed experiments will be selected for development by NASA from the 25 national selectees.

F-14 status report

(The following letter, signed by Clint Towl, Chairman of the Board of Grumman Corporation, was sent to all shareholders recently.)

On September 30, 1971, the Navy exercised an option to procure forty-eight (48) F-14A aircraft as a part of its Fiscal Year 1972 aircraft program at the ceiling price of $238.2 million as specified in the contract. The Department of Defense Appropriation Act for Fiscal Year 1972, from which the funds necessary to procure these 48 F-14A aircraft must ultimately be obtained, has not yet been acted upon by either house of the Congress. At this date, there is no firm indication as to whether, or to what extent, the Congress will provide the necessary appropriations to enable the Navy to procure these aircraft. The option was exercised pursuant to a joint resolution of Congress to permit the continuation of Government affairs pending completion of authorization and appropriation actions by Congress.

If Congress does not fully fund the purchase, the Navy would in all likelihood issue a partial termination of this particular lot of the contract to the extent of the funding deficiency. As indicated in our last quarterly report to shareholders, the production of 48 F-14A aircraft at the option ceiling price and under the present terms of the contract could result in some financial loss to the Company. However, the continuing uncertainty as to the availability of appropriations, the impact of wage and price stabilization measures, scheduling of deliveries, as well as other factors, make accurate estimates of future costs under the contract extremely difficult. We therefore believe it advisable at this time to defer such predictions until these uncertainties have been clarified.

As further significant events occur in connection with this important program, we shall keep our shareholders advised.

Sincerely,

E. Clinton Towl
Chairman of the Board

Tomcat appraisal: 'a hummer'

The three active Tomcats—I-X and Nos. 2 and 4—are all doing well . . . very well.

By the end of the day Monday, No. 1-X had made 14 flights and had chalked up almost 37 flight hours. As for milestones, the aircraft is to hit 1.8 Mach as it expands its speed envelope. At that point, it's to be ready for the NPE (Navy Preliminary Evaluation) trials.

The plane has lots of instrumentation —more than 535 items of information flowing into the ground-based ATS (Automated Telemetry Station) at Calverton.

Tomcat 2, the slow-speed aircraft, has more than 70 flight hours on its record. Joe Hannan, Flight Test manager, reports that the stall recovery 'chutes have worked fine and that deliberate one-engine stalls have been successful. In this operation, Hannan says, "you shut down one engine at a time, alternately, and make engine air starts (about 18 so far) so as to define an envelope (air speed and altitude) within which we can safely restart an engine. We've also fired the EPU (Emergency Power Unit) successfully. The EPU provides an emergency power source to maneuver until the engines restart."

Joe noted, too, that in-flight refuelings have occurred 50 or more times without real problems.

Today—unless bad weather interferes —Tomcat 4 is to fly to Dallas and then to Point Mugu. There it'll take on its avionics systems; its weapons systems will be integrated and tested for about a month.

Another Tomcat, No. 3, the structural demonstration aircraft, should be at Calverton soon—perhaps today—according to Joe Traina, Engineering Calibration Test Director. Its first flight is planned for late November.

How's Tomcat doing? Ask a man who flies one, a pilot like Don Evans: "The sweetest aircraft I've ever flown. That hummer is really going to do the job!"

Health Systems — a new star in Corporation's firmament

A cancer-detection unit for females . . . an operating room control console (ORCC) . . . an ultrasonic ophthalmic scanner . . . a special vehicle to transport palsied children . . . a mobile intensive care operating table (MICOT) . . . mobile modular health-care units.

It's pretty much of a foreign world for Grumman, you might say. Once it was. Now it isn't. Now there's something new in the Company: Grumman Health Systems, headed by Charlie Kirbow, director, and Dr. Roy Fagin, deputy director.

"With the advent of new technologies and large-scale management integration techniques, a process accelerated by NASA's space endeavors," said Kirbow, "there has been a lot of beneficial fallout or spinoff that directly impacts on the field of medicine. The effects have been truly astonishing, and physicians have remarked about the fast pace."

It's impossible to judge how long it would have taken to achieve the present state of medical progress had it not been for the space program, but that really isn't the point. What matters is that now medicine can do more for more people, and that research in vital areas of medical care has mushroomed.

"That revolution, sparked by exploration of our atmosphere and the space beyond, has permitted us in Grumman to play a new role, one that's exciting and fulfilling because it deals with the highest value we have—**life,**" Dr. Fagin said. "Now a lot of people without medical backgrounds can suddenly take part actively and productively, in programs that promote the health and well-being of people all over."

Broad programs

And that's just what newly-born Grumman Health Systems is doing. Programs have already been launched, some are in the development stages, and others are being checked for feasibility. The future is wide open.

Two new concepts under clinical evaluation, that have also seen use, are the ORCC and the MICOT. The ORCC, designed by Grumman Aerospace engineers, centralizes the facilities equipment needed in an operating room. By grouping equipment in a single, small area that is within easy reach of an anesthesiologist while surgery is being performed, this frees nurses to do more for both the surgeon and the patient. The console is designed for the highest degree of reliability and safety—and has back-up systems. The 600-pound console is just 56 inches long, 47 inches tall, and 25 inches wide. In addition, it's designed to withstand normal handling and transportation shock loads.

Cardiac assist

As is the case with the ORCC, the MICOT is compact. It is designed primarily to support patients suffering from cardiac arrest. A portable unit that combines an X-ray table, operating table, and bed for intensive care, MICOT features a respirator gas system (for regulated breathing), a patient monitoring system (including an electrocardiogram and readings of heart rate and arterial pressure), and a patient suscitation system (pace-maker, defibrillator, mechanical heart massage, intra-aortic balloon pump, and blood aspirator).

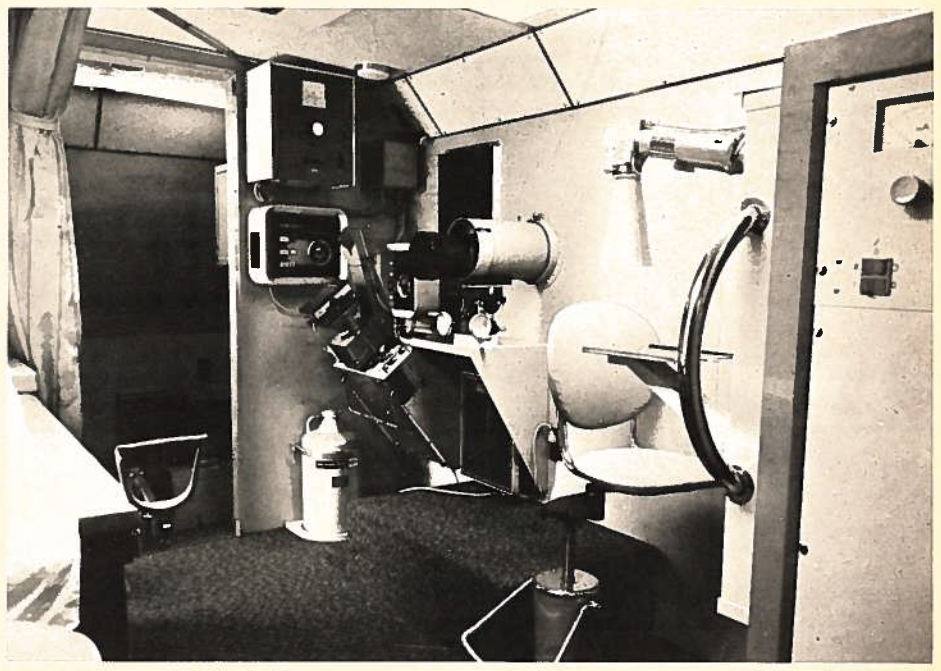
Dr. Fagin referred to an extra-systemic organ transporter (ESOT), the first medical system made by Grumman and now in use at the Phoenix Heart Institute; and a kidney preservation unit (KPU), a product currently on the near-future list. ESOT employs a heart/lung preparation from dogs. Also, a cardiac preservation chamber has been designed by Grumman people for studies of heart-transplant work, going on now at the Baylor College of Medicine and at the Cardiovascular Research and Training Center, The Methodist Hospital, Houston, Texas.

The Grumman-designed KPU, which is to give greater reliability at lower cost than similar products now on the market, is expected to provide a surgeon with more time between kidney donation and transplant. That "extra" time will permit more extensive tissue- and blood-matching tests to be performed. This easily transportable system is now in the early design phase.

Already completed is a prototype vehicle to transport handicapped children. The bus can also be used as a mobile classroom; and, with minimal modification, could be used as a feeder bus.

Aid to CPs

The genesis and development of the bus came about, according to Al Kelvin, program manager for Transportation Systems for the Handicapped, because of a request from Leonard Goldenson, president of American Broadcasting System (and chairman of United Cerebral Palsy of America), and Dr. Lee Arnold, chairman of the Department of Aeronautics at New York University, a consultant to UCP. "Goldenson and Arnold asked Grumman if it could apply its aerospace talents to solving the very special problems of transporting children afflicted by cerebral palsy. We soon found that transportation was just one part of the problem: Most palsied children have to spend about an hour and a half getting to school and, of course, the same amount of time to get home. Three hours a day in transit is a long, long time."



Mobile clinic. **A thermograph camera is the focus of this section of Female Cancer Detection Mobile van designed by Grumman Health Systems. These vans are to be used as mobile clinics in metropolitan areas. (Photo by Harry Prodromides)**

Yet another problem—or series of problems—was the inadequacy of conventional buses, especially when the children must move about in wheelchairs. The buses were hard-riding, drafty, noisy, difficult for loading and unloading, and furthermore, unsafe from the standpoint of securing wheelchairs.

School on wheels

Certain design objectives were set down. The vehicle had to be safe and comfortable. It had to transport the children in dignity. It must be modular and multi-purpose, doing the transportation job **and** serving as an educational and rehabilitation center on wheels. Ideally, it should be able to dock to a school building and serve as a classroom supplement. It should also be so designed that at the end of the school year it could be retrofitted to become a summer camper capable of carrying the handicapped to various points of interest.

"There was a special difficulty, too," said Kelvin. "Those long trips to school, then home, meant that something had to be done to relieve the children's boredom. We began thinking of added on-bus devices, such as individual ear phones, radio and tape cassettes, audio-visual materials, and educational games. We had to create a climate on the bus that would carry over smoothly to the UCP classrooms."

What came out of all this was a new type of bus, designed and built by Grumman. That bus has the enthusiastic support of the Bureau of Education of Handicapped Children, a section of the Department of Health, Education and Welfare. It's a temperature- and humidity-controlled vehicle that rides exceptionally smoothly. It has automatic "tie-downs" for wheelchairs, safety restraints, and a fire-protection system. There are four doors (two on each side, front and rear), and a recessed "pocketed" ramp that makes wheelchair entry and exit easy. The bus can accommodate 10 children, 18 if they're ambulatory.

Kirbow expects the bus to be on the streets of New York City by the spring of 1972. He also believes there is a large market for this sort of vehicle.

"Nor is that all that's in the works," Dr. Fagin says. "We're looking at the possibility of modular clinics, a kind of satellite system of medical services that may do the same job as a hospital. After all, hospitals require millions of dollars to build and years of construction. In many cases, because of population shifts, the need for medical assistance is geographically remote from the hospital. Modern modular housing techniques make it possible to set up medical facilities without expending large sums of money; and because they're modular or sectioned, it's easier to add floors or rooms—or even move the whole facility —as population warrants.

Mobile clinics

"The clinics can be served by vans carrying specialized medical equipment. That will improve service while costing less: You remove the need to buy very expensive equipment for each clinic—and you cut down on needless duplication. This concept requires a data management center at the base hospital, where the doctors get instant information on patients.

"The beauty of this is we can reverse the trend of patients having to go to the hospital for appropriate medical service. It takes the burden off the aged, the paralyzed, the handicapper, the non-ambulatory. Through decentralization, we can **go to the patient,** as used to be the case."

The modular clinic and the roving vans carrying specialized equipment create, in effect, a new hospital that's physically where the people need it.

And all this is merely the introduction to things to come. As Kirbow says, "We're dealing with Grumman and all of its subsidiaries to produce and market many new products, whether they be medical instruments or systems or both. Not even the sky is the limit . . . there's so much to be done. . . . "

plane GRUMMAN news

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Editor
Brian Masterson

Associate Editors
Claire Imrie
Al Wehren

Ads, Distribution
Dorothy Zeeb

Official Photographers
Presentations Services

Telephone
Plane News: 3293
Plane News from outside line: LR 5-3293

Going well. Chatting about A-6A performance at Board of Inspection & Survey trials, Patuxent, are (L to R) Capt. Ken Melin, senior member, BIS; Lt. Cdr. Bruce Bremner, BIS A-6E project pilot; Rear Adm. Roy Isaman, commander NATC Pax; Capt. Joe Simons, director, Weapons Systems Test, NATC Pax.

Test Intruder's new systems

"OK" was the word from Patuxent River last week as the A-6E Intruder completed 14 of its 40 scheduled flights in BIS (Board of Inspection & Survey) trials. Because the airframe is fundamentally the same as the A-6A, the requirements for the trials had to do with weapons systems—the radar, computer, and console displays.

The A-6E is an updated, more sophisticated version of the A-6A all-weather attack plane that has earned the high regard of the Navy and Marine air forces in Southeast Asia. Increased reliability and maintainability in the new A-6E version will result in less down time, more "go time."

After the BIS flights to prove out the systems, there will be so-called "shake, rattle, and roll" series of violent landings to prove that the black boxes can endure extremes of vibration. In early December the Number 2 production aircraft just coming down the line at Calverton will have weapon connections and mechanisms tested at the Naval Weapons Facility at Albuquerque, N. M.

A-6E has a new radar—a single unit that does the work of both track and search radar in the A-6A — and new computer, weapons release systems, and analog-to-digital converter, all of which save about 600 pounds in weight and have a self-test ability that simplifies maintenance. The Norden APQ-148 radar is the latest major component to be integrated into the A-6E. The Navy spent $45 million for development of the A-6E systems.

Grumman's contract with the Navy calls for a buy of 12 A-6E planes in Fiscal Year 1970, to be delivered this year to operating squadrons VA-85 and VA-42. There will be another 12 built for the Navy in FY 1971, and it appears likely that Congress will approve 12 more for FY '72, says Mike Tricarico of Business Development.

The original basic '58 design, stated Tricarico, was so adaptable that the Navy is considering modifying all the A-6A inventory to the new A-6E configuration. "Depending on the results of the present evaluation and the BIS trials," he said, "the Navy may decide to retrofit and thus satisfy its requirements for an all-weather attack plane into the 1980s."

'Big-E'. With A-6E at BIS trials at Patuxent River were (L to R), front): Chuck Darling, Wally Tomaszewski, Hank Canle, Gil Lester, Ernie Rossi, Chuck Means, Pete Rosato, Tom Zehner; (rear) Bill Schultz, Don Belins, Jack McLean, Howard Brockway, Ron Christiansen, Bob Smith, Jim Macdonald, Lt. Cdr. Bruce Bremner. (Photos by Jim Wagner)

Support for E-2C. Total integrated logistics support for E-2C Hawkeye was the concern at October ILS meetings attended by (L to R) Lt. Cdr. Frank Graham, NASC Logistics manager; Grumman Program director Tom Guarino; Capt. Tom Quinn, new E-2C Program manager for the Navy; Capt. Bill Doak and Capt. Jack Eckstein, commanders of Air Wings 11 and 12. (Photo by Bob Settles)

Review ILS plans for Hawkeye

The climate was favorable at Plant 35 early this month as the Navy and Grumman met to review Grumman's Integrated Logistics Support (ILS) plans for the E-2C Hawkeye. The E-2C Program is on schedule, and Grumman's total program was "very well received," according to Tony Italiano, Support Program manager.

Captain Tom Quinn, who is the new E-2C Program manager for Naval Air Systems Command and has long experience with Grumman aircraft, congratulated the attendees on Grumman's go-ahead contract from the Navy for approximately $156 million for production turn-on for the first 11 E-2C aircraft.

The whole emphasis of the meetings, held October 5-7, and chaired by Lt. Cdr. Frank Graham, NASC Logistics manager, was on the necessity for total integrated support, including support equipment, training, tactical and maintenance trainers, field service, spares, publications—all supplied by Grumman.

The importance of this meeting to Navy Fleet activities was evident by the attendance of both East and West Coast E-2 wing commanders, Capt. Bill Doak, Wing 11, and Capt. Jack Eckstein, Wing 12, as well as representatives from all cognizant Navy commands associated with the E-2 Program.

As Tom Guarino, E-2 Program director, sees it, the E-2 Hawkeyes grew steadily more important as "umbrellas" to the Fleet, detecting targets with their Airborne Tactical Data System and reporting continuously to the NTDS on the carrier. The new Hawkeye has the ability to detect, identify, and track aircraft over land as well as water, and its new overland radar, updated computer, new radar displays, and a new inertial guidance system promise faster and more reliable reporting on surface or airborne targets.

Next major milestone for the E-2C will be the Navy evaluation of the aircraft weapon system in January, 1972. Now, says Guarino, all E-2C program efforts are directed toward the successful completion of this very important event.

See joint effort on hydrofoils

Bob Johnston, Grumman Marine Program manager, Joe Barbetta of Business Development, and Arrigo Predonzan of Special Projects have recently returned from Europe, where they discussed with representatives of the North Atlantic Treaty Organization the development of hydrofoil craft for use as patrol hydrofoil guided missile ships. "We went for the purpose of familiarizing the various defense ministries in NATO with Grumman's overall hydrofoil experience and capability," Barbetta said. They visited England, France, Italy, and West Germany and are expecting to return in November with a technical team that will address itself to each individual country's requirements.

These countries are very interested in a joint U.S. Navy/NATO hydrofoil program, according to Barbetta. "They're supporting it and looking to our Navy for leadership in pulling the program together as a viable weapons system that will ultimately satisfy their own specific requirements."

The NATO nations view the PHM hydrofoil as the beginning of "a new technology that will be an introduction to bigger and faster hydrofoil vessels. Although hydrofoil craft are extensively used for ferrying and other commercial uses in Europe, they haven't been fully developed for military use, particularly for the open ocean conditions that the Grumman hydrofoil crafts H S Denison, Dolphin, and Flagstaff have been designed for," says Barbetta.

PHM will be an advanced version of the U.S. Navy's patrol hydrofoil gunboat and will measure 120 feet in length, with a displacement of 150 tons. The Navy is expected to issue a Request for Proposal for PHM next month and, says Barbetta, "we are ready to compete."

Space expert predicts global environmental data system

It won't be too long before Man's earth-view will become archaic because of what's already occurred in space missions. From "out there" in space has come a new look, and the look will be more than simply viewing: It will be translated into workable knowledge of the vital mechanisms of earth life . . . into knowledge that will help us to manage better our unique resources . . . our oceans, forests, minerals, atmosphere . . .

Fanciful? Hardly.

It seems reasonable to argue that since real, useful, practical gains have already flowed from the space explorations conducted by both the United States and the Soviet Union, even more advances, in escalating proportions, are to come. After all, there is no reason to believe that the course of history will change, that mankind's forward thrust in knowledge will come to a scientific stop sign.

In all probability, what has been accomplished—and we have every right to call it spectacular—will pale in significance as time goes on. Again, as history attests, the initial discovery triggers a series of new ones, and new worlds unfold. To keep up with what is now unfolding is tough enough; but peer into that dark, beckoning eye of the future. . . .

Practical constraints

Then return to where we are now. Assess our situation. Last year, Edgar Cortright, director of the NASA Langley Research Center, made such an appraisal. He asked some large questions: What are we? What would we like to be? What are our practical constraints? And, perhaps most important, what legacy should we leave our youth? His answers (in part) to those four questions were essentially these:

- "We are a rich and powerful country, with the highest standard of living, the most advanced technology, and the greatest capacity to do good works of any nation in the world. Our strengths overshadow our weaknesses.
- "I think the vast majority of people want to be what we have been, the vocal minority notwithstanding: energetic and industrious, progressive, innovative, inquisitive, courageous, compassionate, and generous. Free people. Leaders."

And then he spoke of the practical constraints:

- "Even if we want to drop out of technological competition and become completely preoccupied with what we have come to call 'social problems,' could we really do so? Our global environment is competitive and belligerent. We must remain preeminent in technology in order to be competitive both commercially and militarily. Without preeminence in both areas we could become the victims of power blocs of one kind or another. We could lose the standard of living we have attained, let alone improve it. The survival of the fittest is a natural law which still applies.
- "I think we should feel less guilty about the fact that this country has some serious domestic problems to solve. Our legacy to our children must necessarily include many such unsolved problems. But, more importantly, it must provide a basically strong system from which to operate, and as many of the tools to do so as we can provide. Then with challenging long-range goals and a can-do attitude the next generation can take care of its own future. And I, for one, think they can do it."

Cortright also remarked that the space program of NASA "set the pace for much of the technological development of this country and promises to do so for the foreseeable future."

Space 'costs'

Even granting all this, though, other questions must be considered, such as so-called priorities and the efforts of the Soviet Union. As for the issue of priorities, it has often been pointed out that NASA programs don't siphon off large amounts of our national wealth. They have cost only about two and a half percent of Federal spending, about **one half of one percent of our Gross National Product.** And in fact, the "costs" of our space endeavors can't be viewed simply as costs: They have contributed toward a growth of our Gross National Product (GNP). Beyond that are all the spinoffs—thousands of them—that have brought about new jobs and new and improved technologies and processes. There is literally no way to add up all the contributions generated by space work.

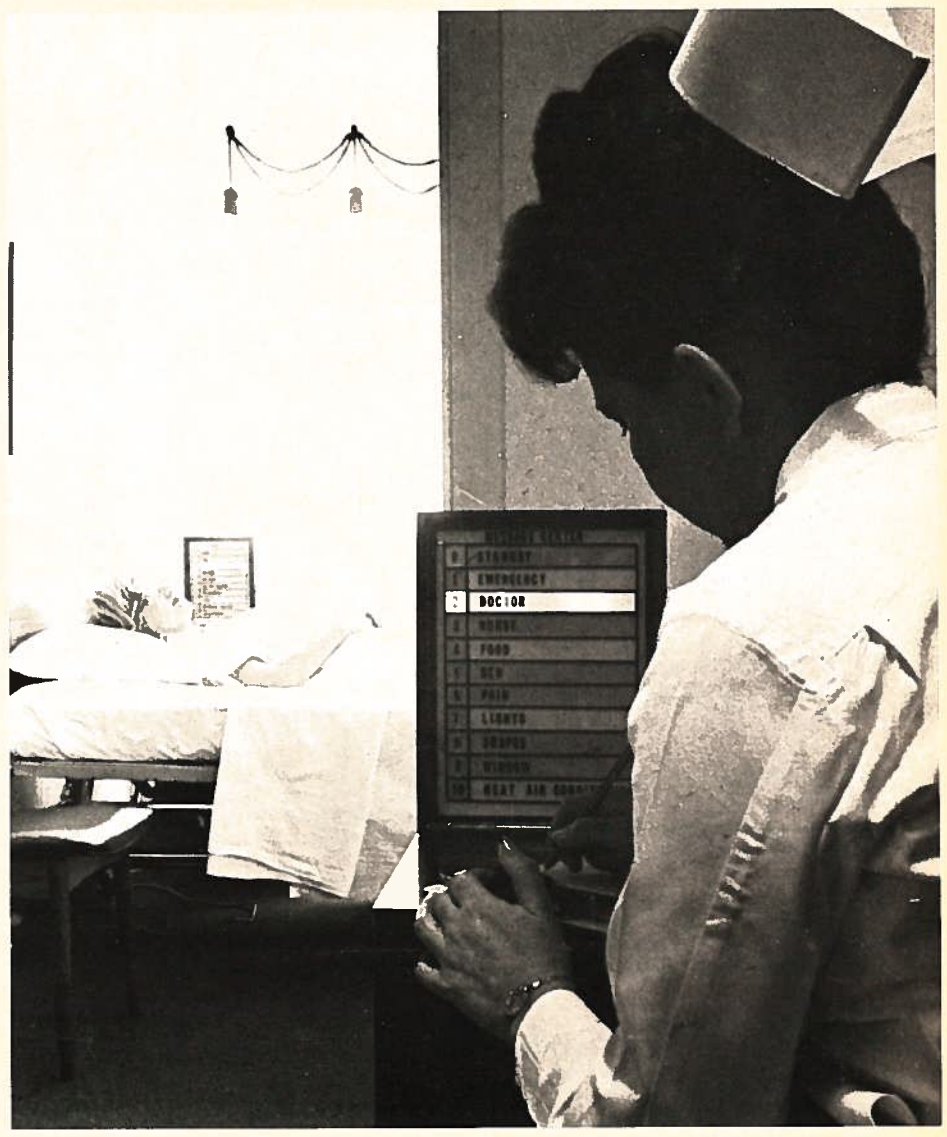
Dr. Thomas Paine, former administrator of NASA, mentioned that aspect of the problem, too, and found no accurate way to measure benefits. But, one feels, exact measurement is not the real issue. (Lt. Gen. Samuel Phillips, commander of the Air Force's Space and Missile Systems Organization and once leader of the Apollo team, has said that, "Of some 12,000 new products and techniques that have come into being in the last decade, a very large percentage are directly attributable to space and missile developments.") More important is the gigantic leap forward in science and technology—and the world view.

Look at future

Paine, in testimony before the Committee on Aeronautical and Space Sciences of the U.S. Senate, also did a little bit of gazing into the future, and part of his vision included a global environmental information system. It would deal, he said, with the "intricate processes of the oceans, and their ability to produce our food and to absorb our pollutants. We will know our North American freshwater systems well enough to manage them effectively on a continental scale, neither wasting nor hoarding this vital resource.

"Our management and use of dry land —for agriculture, forestry, recreation, and living space for tomorrow's larger population—will be based on the view we can only get from space. We will better understand the internal mechanics of the earth—and be able to measure their effects well enough to predict earthquakes and volcanic activity early enough to avoid loss of life. We will better understand the distribution and utilization of the earth's mineral resources."

His eye also saw a day when air, sea, and land traffic control would be possible via satellites.



Eye switch. **Because of a space spinoff, a nurse can receive a message on a message board relayed from the room of a patient wearing a sight switch 'triggered' by light sources mounted on each side of the patient's glasses. (NASA photo)**

Cortright was taking the long view, too. He mentioned exploration of the planets . . . Mariner Mars orbiter missions . . . a Venus-Mercury mission a couple of years from now . . . unmanned missions on Mars . . . a Pioneer spacecraft flight to Jupiter . . . perhaps even Grand Tour missions "to explore the outer planets to take advantage of the rare launch opportunities for such missions that will occur later in the 1970s. These will include missions to Jupiter, Saturn, and Pluto launched in 1976 and 1977 and missions launched in 1979 to Jupiter, Uranus, and Neptune." All of this is in planning—and includes a new High-Energy Astronomy Observatory (HEAO) and a re-usable shuttle.

The shuttle, he says, "will revolutionize our use of space in ways we cannot even imagine today. Because it will be cheaper to carry payloads into orbit, because it will be possible to bring them (payloads) back, because it will be possible to try out some experiments without the absolute assurance that they will work, we will do things in space that we would not even consider doing today."

Looming large in the background of all these space efforts, and many more, is the unanswerable question: What do the Soviets plan? An article in Air Force Magazine sheds some light there. According to the article, co-authored by former ambassador to the Soviet Foy D. Kohler and Dodd L. Harvey, Russia believes it can regain its space leadership over the U.S. This comes from Soviet successes and (say Kohler and Harvey) "reduced scale in U.S. efforts."

The primary aim of the Soviet space program now is "the establishment of a multi-manned orbiting-space-station system." In the long term, though, as First Secretary of the Secretariat Leonid Brezhnev has said, the aim is a bit higher. As Kohler and Harvey explain, "For the longer term, the Soviets are clearly aiming and working toward a far more elaborate undertaking, something on the order of a multipurpose, long-lasting 'base station,' or 'cosmodrome in space,' as Brezhnev has called it."

Soviets keep pace

Kohler and Harvey also believe that the Soviets have not down-graded the importance of manned missions, and they quote from The Economist:

"If the Russians are going to land robots at the rate of one every month while the Americans are going to put a man on the moon perhaps only once a year, the difference will soon cease to look so impressive merely because in a very short space of time the Russians

(Continued on page 7)

service milestones

35

Francis Valentine, Ctls. (2)
Charles A. Salerno, Spotweld (3)
Edwin T. Knoflick, Space Mgt. & Staff (5)

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Joseph E. Calapa, Sub-Assem. Maj. (1)
Peter Holley, Parts Paint (2)
Daniel W. Culleton, Prod. Mgt. & Staff (2)
Charles Montero, Prod. Ctl. (2)
Frank Pandolfo, T/M Engg. (2)
John J. Phillips, Engraving (3)
Charles W. Hartigan, Instr. A/C Test (6)
Ferdinand Halek, Hyd. (14)
Walter A. Belling, Ship. & Spares Cons. (17)
Alexander W. Cortez, Plt. Mgt. & Staff (27)

25

Charles Bennett, MP&P Cost Prop. (1)
Herbert J. Wagner, Fluid Pwr. (1)
Kenneth R. Johnson, Ctr. Sect. Maj. & Subs (2)
William Wright Jr., Plt. Mgt. & Staff (2)
Edward J. Stachnik, Insp-Mech. (2)
Herbert White, Final Assem. (3)
Alfonso A. Ruggiero, Honeycomb (3)
Edward R. McNally, Prod. Ctl. (3)
Robert A. Veitch, Des. Special. (3)
Robert E. Brader, Bus. Dev. (5)
Ralph Waters, Wing Final Assem. (6)
Gustav E. Lapen, Pwr. Plt. (6)
Eugene Goltz, FAD Mgt. & Staff, (7)
Max Ross, Rqmts. Plng. (30)
Joseph P. Hegel, P/S Pric. (34)
William C. Peithman, Fuse. Assem. (77)

20

John L. Schwab, Prototype, (1)
Paul Hammers, Sub-Assem. Maj. (1)
John A. Zator, Fuse. Join (1)
Ronald C. Evans, Pre Flt. (1)
Ralph C. Galasso, Elect. Fab (1)
Jesse L. Regensburg, Elect. Fab. (1)
James J. Duffy, Sub Cont. Mgt. (1)
Anthony S. Claro, Mfg. Engg. (1)
George Clark, Crew & Equip. Integ. (1)
D. B. Mathewson, Wgt. Anal. (1)
Harry Buhrandt, Release & Ctl. (1)
Henry Niemeyer, Press (2)
John M. Darrin, Sm. Pts. Fab. (2)
Conrad J. Lepicier, Sm. Pts. Fab. (2)
Gerard E. Miller, Parts Paint (2)
Anthony Klobukowski, Tanks & Ducts (2)
John Sanfratello, Hyd. (2)
Alton F. Williams, Hyd. (2)
James Christiansen, Prop. Test (2)
Alfred Speranza, E. B. Weld. (2)
Ralph D. Miccio, Stress Relief (2)
John M. Ehrenfeld Jr., Mach/Ops. (2)
Robert W. Lynch, Plt. Mgt. & Staff (2)
Ira Schottland, Prod. Ctl. (2)
Adolph McKnight, Prod. Ctl. (2)
John H. Henke, Prod. Ctl. (2)
Eugene W. Seavers, Prod. Ctl. (2)
Irwin Solomon, MP&P. Mfg. Cost Prop. (2)
Charlotte Macklyn, Prod. Mfg. Admin. (2)
Lionel Osborne, Prod. Ctl. (2)
Joseph Crepaldi, Tool Fab. (2)
John Kashata, Tool Fab. (2)
Edward N. Hoogland, Tool Fab. (2)
Richard G. Fossing, T/M Engg. Meth. (2)
Stuart E. Buswell, Food Serv. (2)
Harry A. Pascoe, Veh. Prod. Engg. (2)
George F. Roberts, Insp.-Mech. (2)
Walter Neilson, ESO (2)
Robert V. Edwards, Mach. Shop (3)
Louis F. Serapiglia, Sm. Pts. Fab. (3)
Henry J. Vormittag, Parts Paint (3)
William C. Stillman, Honeycomb (3)
John P. Murray, Mach. Oper. (3)
Douglas R. Hill Jr., Final Assem. (4)
Michael Garone, Surfaces & Assem. (5)
William J. Munda, Surfaces & Assem. (5)
Raymond Waters, Avion. Mgt. & Staff (5)
Joseph F. Specht, Prod. Ctl. (5)
Gustav Wagner Jr., T/M Engg. (5)
Seymour Rosenberg, Repair Ctl. (5)
Harvey C. Beyer, Food Serv. (5)
Margaret Hogan, Food Serv. (5)
Robert Alleva, Analog Hybrid Appl. (5)
Harry W. Bratchie, Engg. Sal. & Exp. Admin. (5)
Alexander Caramanica, Release & Ctl. (5)
Altheus C. Lawrence, Contracts A/C (5)
Hector E. Peraza, Instr. A/C Test (6)
Angelo Brandi, Final Assem. (6)
Alfred C. Falkowski, Final Paint (6)
Charles H. Hooker, MP&C (6)
George J. Koch, MP&C (6)
George O. Gifford, MP&C (6)
Quincy Bauer, Insp.-Elect. (6)
Joseph F. Rooney, Elect. Fab. (7)
Salvatore Cordaro, Proj. Plng. (7)
John A. Aymar, Flt. Avion. (8)
Percy Williams, Meas Std. Plng. & Ctl. (12)
Albert R. Mead, Resource Mgt. (12)
John P. Sapieta, Maint. (14)
Marvin Axelrod, P/S Elec. & Integ. Engg. (15)
Genevieve M. Angus, Conf. Data Mgt. (15)
William Tunilty, Govt. Mat'l Ctl. (17)
Frank R. Gregory, Trans-Oper. (20)
Edward M. Fitzpatrick, Trans-Oper. (20)
Fred Scheuerman, B/P & Off-Site Whses. (21)
Frank J. Canade, B/P & Off-Site Whses. (21)
Paul F. Wicks, B/P & Off-Site Whses. (21)
James W. Bush, Ctrl. Recvg. (24)
Herman Theilmann, Recvg. Insp.-Gen'l. (24)
John W. Mitchell, Research (26)
Christopher R. Quinn, Fbgl. (27)
Charles Terembes, Maj. Assem. (27)
Alan W. Spencer, Prod. Ctl. (27)
Harold Baumann, Maint. (27)
Victor Mac Laughlin, Repair Ctl. (30)
John M. Helfrick, Mat'l. (30)
John Reifenberg, Property Acctg. (30)
Peter Frissian, GSE Mech. (33)
George E. Ruggles, QC Tech Serv. (33)
Salvatore P. Sarro, MP&P Supt. Plns. & Prop. (34)
Edwin Lobl, P/S Personnel (34)
Edward J. Bernier Jr., Contracts A/C (34)
Lawrence Brazel, Seats & Surviv. (35)
Meador P. St. Clair Jr., QC Tech Serv. (35)
James F. Fantry, Sub-Assem. (36)
Robert Rietschel, Hull Assem. (36)
Joseph E. Lo Presti, Hull Assem. (36)
Thomas Nogan, Prod. Ctl. (36)
Frederick L. Opfer Jr., Maint. (36)
Vyra L. Lawson, Exec. Staff (DSC)
Irving H. Lee, Prog. Mgt. (51)
Carl L. Sorenson, Fuse. Assem. (77)
Alvin Schaefer, KSC Mfg. Ofcs. (83)
Wiiiiam Riehl, KSC Mfg. Ofcs. (83)
Thomas A. Van De Griek, KSC Mfg. Shops (83)
Arthur T. Seaman, KSC Mfg. Shops (83)

(Continued on page 7)

C. Bennett

H. J. Wagner

K. R. Johnson

W. Wright

E. J. Stachnik

H. White

A. A. Ruggiero

E. R. McNally

R. A. Veitch

R. E. Brader

R. Waters

G. E. Lapen

E. Goltz

M. Ross

J. P. Hegel

W. Peithman

Harness energy from sun: Gavin

(Continued from page 5)

will know more about the moon and have explored more places on its surface than the Americans will have done. The tortoise will have won another race. . . ."

Whether that sort of race is actually shaping up is a moot question. There seems to be a lack of enthusiasm on the part of the Soviet to detail their plans, much less to co-operate in missions, as the United States has offered. Senior Vice President Joe Gavin, the man on top of all of Grumman's space efforts, believes that some sort of cooperation may come about, "but it will take a while."

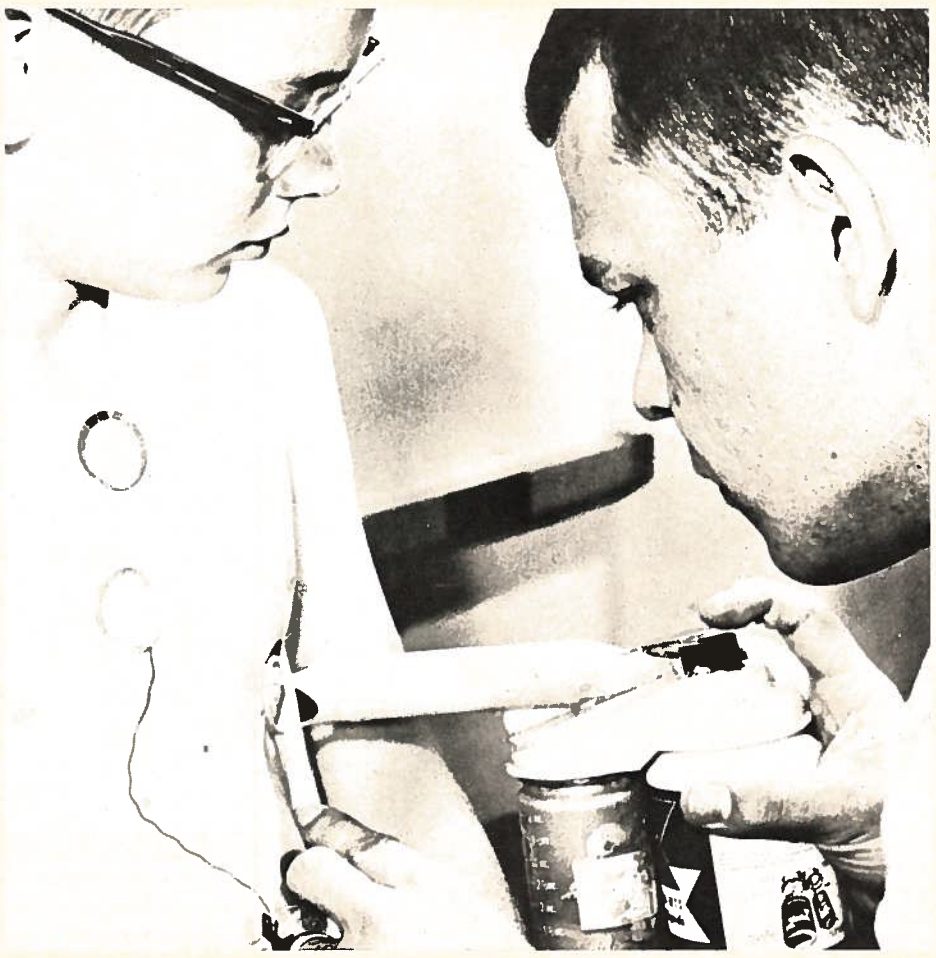
Gavin thinks that both the U.S. and the Soviet are interested in earth resources but that that in itself does not necessarily require cooperation or joint operations.

Moon base

Asked about what's ahead in space, Gavin talked of a number of things. In the distant future, "perhaps around the year 2,000, we could set up a base on the far side of the moon especially for radio astronomy. This would provide an unobstructed view of the universe, shielded from radiation from earth. It would be similar, in a way, to base stations set up at Antarctica . . . so remote. The base at the back of the moon would be largely automatic but would need people to maintain equipment, make adjustments, etc. Information would be relayed back to earth from an orbiting moon satellite.

"There's interest, at a much earlier time, in a lunar polar orbit mission. All of our orbits in the past have been essentially equatorial, so we don't have a survey of the whole moon."

Earth resources programs are recognized as an immediate need and have been started, Gavin indicated, but the longer term project that he sees as most important is "doing something about our energy crisis. There's tremendous energy available from the sun and we have to find ways to use that potential. We're expanding energy usage at a fantastic rate and we can't continue merely to add tens and hundreds of fossil-fuel or nuclear generating facilities. A very real question faces all of us, and especially the emerging nations. It's not 'Will the emerging nations emerge?' but rather 'Will the emerged nations stay emerged?' The answer may be 'No' if we fail to draw energy from the sun."



It sticks. **A technique developed by NASA's Flight Research Center permits spraying a conductive mixture over wire leads to keep them firmly on the skin, thus making it possible to record a person's heart action during exercise. (NASA photo)**

CALENDAR of events

Notice of events for period Nov. 12-Nov. 26 should reach Plane News by **Tues., Nov. 16.**

Amer. Soc. for Metals: Wed., Oct. 27, Nick Monti's Rest., Old Ctry. Rd., Hicksville, 5:30 cocktails, 6:30 dinner, meeting 8 p.m. Metal Improve. Co. mgrs. on "Theory of Shot Peening." Joel Greenspan, Ext. 7351.

Am. Radio Club: Wed., Nov. 17, 5 p.m., WA2LQO shack on roof of Plt. 5, bus. mtg. Emmett Goodman, Ext. 87125.

Chess Club: Every Tues., 4:30-9 p.m., Plt. 3 Cafe, inter-company tourns. Alex Ikonnikow, Ext. 7591.

Coin Club: Every Wed., 12:05-12:50 p.m., Plt. 25 Vendor Conf. Rms. Ken Hale, Ext. 1936.

Dance Club: Ballrm. danc. classes: beginners Tues., 8:30-10 p.m., St. Francis of Assisi, Northgate & Clay Pitts, Greenlawn; adv., Thurs., 8:30-10:30 p.m., Portuguese Amer. Hall, 306 Jericho Tpke., Mineola. $2/session. Len Luke, Ext. 84065.

Duplicate Bridge Club: Every Thurs., 5:45 p.m., Plt. 3 Cafe, partnerships arranged. S. Stone, Ext. 3652.

Engg. Mod. Soc.; Tues., Nov. 17, 6 p.m., Plt. 28, Rm. 2, bus. mtg. Joel Chesler, Ext. 87302.

Family Campers: Fri. to Sun., Nov. 5-7, Sacony Pk., Kutztown, Pa., last campout of the season. Bill Lord, Ext. 2914.

Fencing Club: Mon. & Wed., 4:30-6:30 p.m., 30 Cafe, basic instr. & competitive fenc. Joe Campisi, Ext. 87587.

Horseback Rid. Club: Every Sun. Caren Carlson, Ext. 2725.

Huntington Toastmaster: Mon., Oct. 25, 8-10 p.m., Allstate Bldg., 1st fl. conf. rm., Old Country Rd., Melville, international, educationa, communication & leadership. T. Campbell, Ext. 3157.

L.I. Ind. Nurses Assoc.: Mon., Oct. 25, 7:30 p.m., Medi Screening Serv. of L.I., Syosset, month. mtg.; tour of Medi Screen. Serv. will follow. Mary Gise, Ext. 3723.

Ski Club: Wed., Oct. 27, Holiday Manor, Bethpage. William Flynn, Ext. 1823.

Soccer Club: Sun., Oct. 24, 12:30 Reserves vs Lindenhurst at Lindenhurst, 2:30; Premier team vs Rocklyn at Rocklyn; Oct. 31, 12:30 Reserves vs Patchogue at Patchogue, 2:30 Premier team vs Port Jeff. at Port Jeff., league & cup competition. Karl Herrnkind, Ext. 3470.

service milestones

(Continued from page 6)

Frederick Kindl, KSC Mfg. Shops (83)
Richard Griffith, Support (88)
Richard Bartick, Production (88)
Douglas T. Zorie, Production (88)

15

James C. Warner, Fuse. Fwd. Sub & Maj. (1)
Harold B. Johansen, Fuse. Join. (1)
James R. Szegfu, Elect. Fab. (1)
Gerard R. McMahon, Ind. Engg. (1)
Edward C. Merriam, Prog. Mgt. (1)
Jack J. Corrado, Prototype (2)
Daniel Micucci, GSE Mech. (2)
Joseph S. Truncale, GSE Mech. (2)
Thomas Rebele, Wing, Inner Pnl. & Combo. (2)
William J. Merrick, Hyd. (2)
Edmund E. Keck, Spares (2)
Edwin P. Bryant, Spares (2)
Maximilian J. Riedener, Prod. Ctl. (2)
Irvin Miller, Maint. (2)
Leonard Ambrosino, ESO (2)
Gordon W. Hooper, ESO (2)
William Podlofsky, Mach. Shop (3)
Joseph Hartnett, Engraving (3)
Thomas Fattorusso, Fuse. Assem. (3)
Louis M. Pusano, Honeycomb (3)
Clarence Prutting, Honeycomb (3)
Stanley Thorsen, Mach. Oper. (3)
Edgar McKelvay, Maint. (3)
Fred Schiedenhelm, Maint. (3)
Gerald G. Saulter, Final Assem. (4)
Allen E. Brown Jr., Wood Shop (5)
Christiain W. Clamser, Research (5)
Richard Clark, Presentations Serv. (5)
Jack L. Gamble, Hyd. (6)
William A. Haley, Avion, Inst. (6)
Frederick Gazzola, Avion. Inst. (6)
Edward J. Skiseng, Avion Inst. (6)
Lawrence B. Gafney, Avion. Inst. (6)
George J. Reilly, Avion. Inst. (6)
Anthony Donato, Final Paint (6)
Douglas F. Ports, Final Paint (6)
William J. Moylan, Flt. Avion. (6)
Erwin Fenz, T/M Engg. (6)
Victor P. Ruffini, Maint. (6)
John S. Altmann, Train. & Dev. (6)
Roy A. Jacobson, Insp.-Mech. (6)
Arthur Minardi, Flt. Dev./Oper. (7)
Robert R. Harcourt, Insp.-Mech. (7)
Philip M. Francavilla, Insp.-Elect. (7)
Gerald F. Layton, Air Traf. & Radio Comm. (7)
Emil D. Hoffmann, Maint. (12)
Harold R. Chervenny, Meas. Std. Plng. & Ctl. (12)
William E. Yearsley, Simul. Test (14)
Richard A. Banger, P/S Site Rqmts. (15)
Frederick J. Gregory, P/S Elec. & Integ. Engg. (15)
Clement Fernandez, P/S Prov. Req. (15)
Valentine Sanford, A/C Sys. Test (15)
George W. Schwarze, Rec. Insp. Plng./Meths. (24)
John P. Pekar, Fbgl. (27)
Martti Abrahamson, Fbgl. (27)
Luke Grosso, Fbgl. (27)
Richard H. Vanarsdal, Maj. Assem. (27)
Gerard F. Weckerle, Prod. Ctl. (27)
Richard Arso, Maint. (27)
Loretta Vieira, Personnel (28)
Herbert B. Glover Jr., Gen'l. Purch. (30)
Joseph W. Vautrin, GSE Mech. (33)
George W. Menier, GSE Mech. (33)
Frank Distefano, Flt. Avion. (33)
Frank Zaleski Jr., Mat'l. Proj. Mgt. (34)
John A. Lund, P/S Pric. (34)
Richard K. French, P/S Pric. (34)
Angel L. Morales, P/S Site Supply (34)
Richard G. Hyland, Specs. (34)
Albert Margarita, Conf. Data Mgt. (34)
Gloria Razzini, GDS Dig. Comp. Ctls./Inv. (DSC)
Walter C. Wood Jr., GDS V.P. (DSC)
Gerald F. Layton, Air Traff. (7)
Virgil Clerico, Prod. Mgt. (77)
Anthony Furguiele, KSC Mfg. Shops (83)
Vincent R. Lent Jr., GSFC Mission Oper. (84)
Leo A. Featherstone, GSFC Space Test & Opers. (84)
Russell G. Irwin, Base Mgt. (88)
Walter C. Schnaderbeck, P/S A/C Site Mgt. (90)

Jets capture slow-pitch title by sweeping Rangers in playoff

If there ever was any doubt about which team was the strongest in the Thursday after-hours loop, the Jets settled it during the playoff for the league championship. At least for this year.

While running their record to 10-0 in league play, the Jets whacked the Rangers 5-4 and 5-2 to win the Thursday slowpitch crown. Although the Rangers jumped to a two-run lead in the first tilt, the Jets came back on key hits by Cleveland Jones and Mickey Rowles to tie the game. The Rangers went ahead by one the next inning but couldn't hold it as the Jets went ahead on Jones' single, Ted Wess's single, a double by Jerry Rainford, and another single by Mike Fiola.

It ended with the Rangers scoring another, but it wasn't enough as the Jets took a 1-0 edge in the final playoffs with a 5-4 victory.

In the finale, the Jets scored four in the third on singles by Rainford, Dom Pagnozzi, Brian Scheu, Hess, and a sacrifice fly by manager Marty Martinez. A two-run burst by the Rangers in the fourth made it a little closer, but a single run in the sixth put the game out of reach.

Research on top

It's all over in the Monday after-hours playoffs, too! Research won that one with a 10-2 breeze over the Vikings. A 17-hit attack, combined with defensive play of John Brook, Ken Miller, and Ken Keen for Research, proved too much for the Vikings to overcome. So, after two years of finishing second in the loop, Research finally made the top.

Ouch! What the Digits did to the Hi Balls in the Wednesday semi-finals shouldn't happen to anybody. But it did. Paul Bavitz was the biggest muscleman—he had three homers and a double which drove in nine runs. WOW!

But there were other standouts. Jim Dimitry threw a six-hitter while shutting out the Hi Balls and added a double, while Sal Iaccarino tripled in the contest. The win pushed the Digits' league mark to 13-0.

Show time. **Preparing pure-bred dogs (such as this poodle of Edith Farrell's) for showing is high on the Dog Club agenda.**

Dog Club to meet to plan calendar

The Grumman Dog Club will hold a special business meeting on Monday, October 25, at 8 p.m. in Plant 18. All Grummanites who have had experience in club work, breeding, training, and judging are urged to attend and lend their support "so that the club can get off the ground with flying colors," says Bob Messler, president of the club.

The club has been established to help all dog lovers in the field of proper breeding and training and to provide a source from which stud service and puppies can be obtained from reputable breeders. Experienced handlers are also needed to give assistance to would-be adult and junior handlers.

Conformation and obedience training classes are planned along with match shows at which ribbons and trophies will be awarded to qualifying dogs and their handlers.

Membership is extended to all active and retired Grummanites and their immediate families. Outsiders will be invited to participate in training classes and compete in shows.

"Let's make this a fun thing among dog lovers," says Messler, "by helping fellow Grummanites who are trying to make it in the dog world."

Ziegler zeros in on 'shoe crown

It has been said that you can't overdo a good thing, and the way Bill Ziegler has been going at it in horseshoe competition at Plant 33 he seems to be taking that adage as gospel.

There was a time when the only strikes Bill threw were from his outfield post during many years of softball play at Plant 3. But since moving on to Plant 33, the veteran maintenance man has been throwing strikes (or in this case, ringers) with amazing regularity and unqualified success.

Recently Bill snapped up another singles title in horseshoe play, and it happens with such regularity that no one is quite sure when the streak started.

The latest championship came after Ziegler dusted off Pop Ceely, 22-14, 6-21, 22-16, 22-5 in the finals. Earlier, Bill downed Charlie Hess, 21-16, 21-8; Ben Doute, 23-4, 22-2; Bill Landman, 7-21, 21-8, 21-18; and John Neville, 20-21, 22-10, 21-7.

In all, there were 24 competitors at Plant 33, and it might just be that their only hope of victory is for Ziegler to retire as the undefeated champion. Don't laugh. They do it in other sports, don't they?

At Plants 11-11A-16, Bob Safar edged Jim King for the pitching crown by taking the final with a marathon win, 23-16, 12-23, 22-13, 15-25, 21-19. Earlier, Safar rolled over Joe Nardi, 21-15, 22-13; John Rothengast, 22-6, 13-21, 22-16; and Al Denton, 21-17, 22-12.

Tee champs. **Down in the land of sunshine, Bud Potter and Art Melrose (at left) captured the golf championship of Plant 77 at Stuart, Florida, by defeating Bob Gottron and Doug Shelton. (Photo from Stuart)**

Call tryouts for hoop squad

Tryouts for the Grumman varsity basketball team will start Monday, November 1, starting at 5:30 p.m. at Charles Campagne School in Bethpage, and continue on November 8, 15, and 22, according to Chet Baumgartner of the Grumman Athletic Association.

Although no team coach has been selected as yet, Baumgartner said that the selection will be conducted by Joe Colandra, John Nickerson, Lee Gendron, and Bob Kerschbaum. The varsity squad is expected to compete in the L.I. Industrial League with clubs from LILCO, Nassau Police, and other local industrial firms. For additional information, call Baumgartner on Ext. 2133 or 2269.

Art exhibit

The L.I. State Park Commission will present the 22nd annual amateur art exhibition of Long Island scenes at Bethpage State Park on November 4-7. Exhibits may be entered in oil, water color and sculpture, and all entries must be in for judging by 10 a.m. on November 1.

Those wishing to exhibit may do so by writing to Art Exhibition, Bethpage State Park, Farmingdale, N. Y. 11735.

Champs again

Bernie Zyniewski and Joe Placenza seem to have found the fight combination, one that has paid off with two straight handball doubles titles in Bethpage play. The latest championship came a few weeks ago when Bernie and Joe easily defeated Nick Nincarowski and Sam Ferrantino, 21-10, following an earlier 21-13 win over the same duo.

Trying harder?

It looked for a while as though they'd play all day, even though it was supposed to be a lunch-hour match. And when it was over, finally, Ed Westerfelt, Hank Tremblay, Walt Konig, and Steve Post were the bocce champs of Plant 24. But not by much.

In a three-out-of-five game match for the title, the new champions edged Al Knight, Al Bechhoff, Charlie Selock and Joanne (yes, Joanne) Loeffler, 11-4, 2-11, 9-11, 11-9, 11-10, 11-9. It was that close. And "close" seems to be an old story with the second-place finishers. Last year Knight, Bechhoff, Selock, and Loeffler were in the finals—and finished in the runner-up spot, of course.

Help wanted!

If you're just winding up the softball season and are looking around for new worlds to conquer, Joe Campisi is looking for you. Joe is managing the Grumman soccer team and he and his mates have been having trouble winning in the L.I. Soccer League.

In their first two games of the season, the Grumman Premier team lost 4-1 and 4-0 to Freeport and Jamaica, respectively, while the Reserve squad bowed to Rocklyn and Lynbrook by 4-0 scores.

Campisi believes that an outstanding infielder (or outfielder) could make the switch to soccer and be successful, possibly as a goalie. If you're like so many other Americans who never gave soccer a chance because you were all wrapped up in baseball or football, why not give it a try? You may like it. Call Joe on Ext. 87587, 7742, or 1241 and get more information.

Fred Dick's 268, Tom Wright's 654 top pin loop action

Fred Dick fired a 268 and Tom Wright hit 654 in recent pin-spilling action to take over individual scoring laurels in GAA-sanctioned bowling leagues. After an opening spare, Dick strung together five strikes, ran up against another spare, then connected on four more Xs before finishing with a nine-count. His 268 boosted him to 807 for the four-game set in the Masters loop, four sticks shy of Fred Skirde's league mark, and the high game also earned for him a "century" patch for rolling 100 pins over his average. Not a bad night's work.

Wright hit his big string in Trader play at Oscar's. Tom connected for 235 and 224 in his 654 record as he far outdistanced the rest of the field, but the salvo didn't help his team very much. The Seconds are still mired deep in the Trader standings, and now stand ninth in the 10-team league. Other highlights included Walt Hoehne's 217-568; Bill Wright's 206-559; and John Logan's 546. . . . Pushing Fred Dick for Masters honors were Phil Piancentini, 221-803; Jack Nielsen, 232-798; Dick Spalding, 232-220-792; Jerry White, 787; Al Duspiva, 785; and Ed Gabriel, 227-775.

Bussolini Century star

Phil Musa holds both records for the men in the Century Mixed circuit with 235-614, but in a recent session Jake Bussolini made a strong bid to take over both of those marks. But it was only a bid. Jake had to be satisfied with 232-595 and top marks for the round. Marilyn Cozzette's 195-514 and Nancy Gentzlinger's 207-500 were women's highs. Nancy holds the league game record of 215 and Helen Miller the series mark of 529, both set in an earlier session. Other highlights included Bill Gentzlinger's 538, Marge Kintz's 477, Dot Bruckert's 489, Bill Kallansrude's 548, and Phil Musa's 206-531.

Bob Springer's 210-603 headed Blackloop action last week, with Ted Dija's 229 the high game. Ted added 208 to finish with 592, while Bob Specht closed at 600 on the strength of 221 and 214. Other highlights: Jim Richter's 223-211-594, Don Ketcham's 215-563, and Art Grey's 215-560. . . . In the Rocket loop, John Cortese's 206-571 and Ted Cisek's 228 paced the field. . . . Hellcat stars included J. Railton, 206-575; C. Zabransky, 208-562; B. Earhart, 555. (Hey, Mr. Secretary, how about first names!)

Early morning play

Two o'clock in the morning seems like a helluva time to start alley action, but when you work the night shift, that's the way it is. It didn't seem to bother Bill Buchman in a recent session of the Bethpage Owl league. Bill forged a record 643 on 232 and 218 games while Walt Cooper hit 237 for another Owl mark. Among the Owl standouts were Rudy Dunkley, 200, 200; Earl Schroeder, 216-201-600; and Dunkley (again) 205, 202. . . . Frank Apa started things in motion for his team, the Rollers, in Aerospace play, and when the night was over, he had 222-586 and the Rollers were settled in first place. Standing in the wings were Joe Oakes, 205-571; Vin Iannacone, 552; Ed Lomot, 235-578; and Dan Aquilino, 200-567.

Though the Red league has been trying to stamp out Overruns—who could have picked a name like that?—they've been only half-successful. The Overruns are half-way up (or half-way down) in the league standings with help of an 11-0 shutout recently on a hefty 229-213-612 by Tom Hansen. Runners-up were George Eyring, 217-584; Bob Nielsen, 211-582; and Al Weisskopf, 209-577. . . . Lou Ricci's 205-536 highlighted Blue Mixed action. . . . Tony Klobukowski seems to have a lock on high-game honors in Hawkeye Mixed competition, picking up those laurels in the past two rounds with 224 and 212. John Jezewski's 576 and Joe Siniscalchi's 563 were other bright spots, but league marks belong to Phil Barton, 246, and Tom Murtha, 603. Ann Wuestmann's 517 and Arlene Schwemmer's 472 were high in women's competition.

Donovan hits 598

It's a year later in the Classified league and Bob Dudonis is still looking for his first 700 of the season. Last season Bob started off the pin action with a 719 but so far in 1971 he's had to settle for a 593 high. That came with the aid of a 225. Jack Donovan has the league mark of 598, with 211 and 215 games, while Mike Mustapitch registered 213-200-585. Don Combes clicked for 200-211-578, T. Collock finished with 223-585, D. Goedtel, 234-558, and J. Samborsky, 220-581. (Again, please Mr. Secretary, first names, not initials!)

Norma Landin hit 541 for the Good Friends in Patchogue Mixed play, but Lois Haas registered the only season high as her 230 earned game record laurels. Lois finished with 515 in a round featured by Ken Becker's 212-579 and Gene Burgess's 205-556, both of the Mingas. Other highlights recently were Dave Struller's 214-537, Maggie Gaynor's 487, Howard Van Schaick's 211-534, and Charlie Rogers, 507. Joan Burgess holds the women's string mark of 548, while teammate Ken Becker holds both men's record with 220-589. Good Friends leading by a game, with George Landin finally taking over high-average spot on the squad. Way to go, George!

Val Gilreath pushed to a 256 in the second session of the Monday Mixed league at North Levittown to take over game scoring honors in that circuit, with Joe Anckner's 564 high in the series category. If there happens to be an extra mixed squad looking for a league to bowl in, try the Monday Mixed crowd. Still have room for one more team. Call GAA, Ext. 2133, for more details. Other high scores were Ruth Carr, 200 (a record); Arlene Schwemmer, 515 (another record); Sid Weihs, 202-548; Louise Segar, 506; Lee Greey, 208-551; Clyde Schelp, 544; Jean Maresca, 497.

Fred Dick
Hits 268 in Masters play

Tom Wright
His 654 a Trader record

Golf ace. **Radar engineer John Davis holds golf ball (it's a Gulfstream II) that he scored a hole-in-one with on the second hole at Seminole Country Club in Longwood, Fla. John used a seven-iron for the 174-yard shot, and with the ace joins a steadily growing band of one-shooters at Grumman.**

Photo show next on schedule

Just when you photographers and artists are running out of friends to show your vacation pictures to, there appears over the horizon the Grumman Art & Photography Show, open to Grumman employees and retirees. Dates for submitting entries are Monday - Wednesday, Nov. 8-10, between 4 and 6:30 p.m. in Plant 28 Auditorium. (Calverton personnel call Katherine Eng, Plant 6 Library, Ext. 335).

Entry blanks and information are available from the Grumman Athletic Office, Plant 28B, Ext. 2133 or 2269. Entries in either art or photography must have been completed within the past year.

Entries in art can be landscapes, seascapes, abstracts, portraits, still life, nature—in oil, plastics, or acrylics. Other categories are water color, pastel, black & white, sculpture, miscellaneous.

In the photography division similar rules apply on eligibility and entry times. Because there are always large numbers of color slides, these will be pre-judged and should be submitted Wednesday-Friday, Nov. 3-5 between 8 a.m. and 4:30 p.m. Other eligible items will be accepted Nov. 8-10, between 4 and 6 p.m. The latter include black & white prints, color prints, and snapshots. Categories are: scenes, still life, people, animal, human interest, abstract, miscellaneous. For further information and entry forms call GAA, Ext. 2133.

Winners in this week's Fall Flower Show, held Wednesday, and Hobby Show (still on display this weekend) will be reported in the next Plane News.

'Easy Riders' in court clash

On Saturday evening, October 23, at Suffolk County Community College, starting at 7:30 p.m., the Suffolk Chapter, National Rehabilitation Association will sponsor a Citizens' Involvement Institute, "Recreation for the Physically Disabled." The evening will present guest speakers and feature a wheelchair basketball game between the Suffolk "Easy Riders" and the Eastern Paralyzed Veterans' "Chargers," a Nassau County team.

The Suffolk Chapter, National Rehabilitation Association invites everyone to attend this most informative and entertaining evening. Donations are $1 and the proceeds will go to further recreation for the physically disabled throughout Suffolk County. Tickets will be available at the Brookhaven Gymnasium at Suffolk Community College.

One-man show

About a year and a half ago Plane News printed a letter from Gino Pescatori, who was then in Italy, in retirement, and enjoying himself painting portraits and soaking in the beautiful Roman countryside. Last week, another note arrived from Gino, this one informing us that he was once again "home, sweet home, and still painting."

Pescatori had a one-man art exhibition at the Galerie Internationale in New York City recently (it closed October 16), but unfortunately his invitation to all Grummanites to view his painting came too late for the last issue. "Buono fortuna!", Gino.

Ride Wanted

COPIAGUE: To Plt. 3, 7:30-4. 842-3158.

LONG BCH.: From station to Plt. 2. GE 2-3311.

AMITYVILLE: County Line Rd. or Rte. 110, S. of Sunrise Hwy., to Plt. 25. AM 4-0888.

LINDENHURST: To Plt. 5, 7:48 - 4:18 p.m. TU 4-8301.

For Rent

RANCH HOUSE: Smithtown, furn., wood. area, 2 bdrm., lrg. liv. rm. & den, $275/mo. 724-0270, after 6.

HOUSE: Wantagh, 2 bdrm., firepl., wood., comp. repaint. in out, nr. GAC. $260/mo. TA 6-7120.

ROOM: Bethpage, furn., pvt. ent. WE 5-3871, after 3.

APT.: Jamesport, pvt. ent., patio, nr. bch. & bay & sound, summer rent., May to Sept., or winter, nr. stores. 722-4802.

ROOM: 2 mi. plant, pvt. ent., bath. PY 6-4210.

HOUSE: Wantagh, 2 bdrm., firepl., 10 min. Grumman, treed, $250/mo. CA 1-3625.

ROOM: Bethpage, furn., new. decor., pvt. ent., semi-pvt. bath, nr. Stewart Ave. & Hempstead Tpke. 731-2092.

APT.: Nr. Grumman, unfurn., pvt. home, 3 rm., pvt. ent., bus. couple only, avail. 11/1, security. PE 1-5731, after 5.

ROOMS: 2 lrg. furn., w/bath, nr. train & shops, mature person, $165/mo. Also, furn. rm. nr. Mid-Isl., walk to train & bus., mature person, $25/wk. 931-6929.

APT.: 2 bdrm., unfurn., air cond., dishwash., patio, 2 bath, nr. shop., $254/mo. plus elec. 665-2147.

APT.: Locust Valley, 3 rm., avail. 12/, mature bus. person or couple. 676-0517, after 6.

For Adoption

DOG: Beagle mix, fem., gd. w/child. WA 2-0325.

DOG: Shep-collie mix, fem., 1 yr., all shots, gd. w/child., nds. fenc. yd. 732-0354.

PUPPIES: 5 Germ. shep., 7 wk. IV 9-6437.

PUPPIES: Beagle/terrier, 6 wk., shots, gd. home. 692-4374.

Car Pool

CTRL. NEW JERSEY: To Staten Isl., Belt Pkwy., So. State to Plts. 4, 5, & 15. Nick Giovanos, Ext. 86381.

S. JERSEY: To Perth Amboy to Elizabeth to Staten Isl. to Belt Pkwy. to So. State to Plts. 4 & 15. Ed. Szczech, Ext. 2927.

Free

PROJECTOR: Revere, slide, 35mm 500w, fully auto. 692-8861, after 7.

DOGS: 2 lrg. males, blk., resemble labs, brothers, 1 yr., all shots, both gd. w/child., 1 a gd. watch-dog; to gd. home. 271-9739.

KITTENS: 2 male, 6 wks., grey & wh. 922-3855, after 6.

Wanted

FLUTE: For student. 825-6257.

ROOMMATE: Male, to share apt. in Lindenhurst w/ male, 5 lrg. rms., 2 bdrm., reason., immed. occup. 226-5256.

For Sale

AIRPLANE: '56 Cessna 182, 230 cont., 600 SMOH, MK 12, MK 2, Lear ADF, EGT, full panel, fresh annual, inst. cert., $7,495. 212 793-5725, after 8.

EQUIP.: Fisher SA-1000 stereo pwr. amp. IHF rat., 150w, RMS rat. 130w; Fisher HOOCK stereo pre-amp w/18 inputs, wal. encl.; Fisher K10 space x pander reverb; Fisher remote cont. vol. unit; ask. $250. 212 276-3330.

AIRPLANE: Share of IFR equip. Cessna 182, at Zahn's. AM 4-1893.

GUITAR: Elec. Hagstrom II, sol. bdy., 2 pickups, trem. bar, case, $50. BA 3-2870.

MISC.: 8 in. tbl. saw w/metal std., 2 blades, 2 prot. & guide, $45; 14 in. rims for Chevy or GM. MO 9-4278.

GENERATORS: 2 Onan 6 volt marine elec., 1 gd. work. cond., 1 for spare parts, $100/both. CH 9-7368.

CHEVY II: '63, gd. transport., $195. 461-5174.

For Sale

STEREO: W/AM/FM radio, in 2 sep. cab., ask. $150. MO 9-3578.

MISC.: 62 in. fruitwood china cab., 4-dr., 5 dwr., $75; 48 in. maple buffet, $10; wal. dinette set, 36x44 tbl., drop leaf, 4 chrs., $14; sew. mach., $35; 5 misc. chrs. & maple fl. lamp, $11. 598-2992, after 4.

DIN. RM. SET: Mahog. formica tbl. w/xtra leaf, 4 chrs., & 2 grn. fireside chrs., $100/all. PE 5-0857.

ELEC. GUITAR: 2 pick-up Hofner, hollow bdy. w/case, Gibson reverb, 2 channel, 4 inputs, amp., $150. MY 4-5370, after 5.

WINDOWS: Alum. slide ranch type w/s-s inserts, 1, 35x59, $15; 1, 23x47, $10. 666-6138.

CHRS.: For liv. rm., convent., cocoa & blk., $50/pr. HA 7-7468.

CAMERA: Canon 7, $100; 35 mm Cannon, f2.8 Leica thread, $40; 200mm Vivitar, f3.5, P.S. W/Bronica filts., guar. card, $40; 50 mm Nikon f2, $40; assort. photo gear. B. Kram, Ext. 1455.

ACCORDION: Settimio soprani, 7 shifts w/music std., straps in case, $250. AM 4-5689.

TRLR.: Shasta house, slps. 6, gas range, heat., refrig., Reese hitch, port. hd., Lo-Flyte mod., ask. $1,675. AN 6-2997.

PARTS: '69 MG Midget mech., eng., clutch, rear end, whls., etc. 884-4759, after 5:30.

SUPER SPORT: '65 conv., 327 c.i., pwr. steer., 4-spd., Amer. mags, bkt. seats, blue w/wh. int. JU 7-0952.

TRLR.: '69 Swinger, 17 ft., self cont., refrig, shower, slps. 6. 585-3578.

MINI-BIKE: Compact by Stellar, 2½ hp Tecumseh eng., knobby tires, hd. lamp, tail lgt., horn & gen., $90. 883-6404, after 5.

MOTORCYCLE: '70 BSA, 175cc, saddle bags, $275. 724-7571.

MISC.: 2, 14 in. Chevy whls. & tires, for '63-'69, $10. HA 1-0750.

TRAIL BIKE: '69 Honda, 90cc, 8-spds., 1,200 mi., best offer. LI 1-8590.

BDRM. SET: 9 pc. Mediterrean, box spg. & matt., nutmeg fin., $700 or best offer. 669-0247, after 5.

DEN FURN.: Blond formica tp. kidney shape coffe tbl. w/2 end tbls., 2 table lamps, 1 fl. lamp, 1 torch type fl. lamp, best offer. CH 9-1730.

KIT. CAB.: Maple wood 6 ft. 10 in. sink, faucets, wh. tp. hi bk. splash, 30 in. copper Caloric range, Newtone copper hood, match. snack bar & stools. PY 9-6083.

SAILBOAT: 14 ft. Bluejay w/sails, sspinnaker, anchor, rig., trlr., $450. 921-5510.

FURN.: Cherry mahog. chest of dwrs. & match. ngt. tbl., $35. WE 5-8570.

EQUIP.: Hammarlund SP-600JX communications recvr., dual conv. super + xtra channels, 500KC to 50MHZ, $150. FR 9-5914.

WIND.: 12 alum. storm & screens, ranch type house, var. sz. 935-0567, evgs.

MISC.: Lawn sweeper, $10; 2 snows on rims, 8:25x 14, $35; '65 Dodge Dart serv. manual; 18 in. Jacobsen lawnmower, 2 yr., $50; cast iron radiator, 29x22½x8, $25. IV 5-4299, after 6.

MISC.: Spd. read. mach., $80; car rack; drk. brown fall, 100% human hair, $25. CH 9-9344.

LIV. RM. SET: Contemp., 2 pc. couch, 2 arm chrs., end tbls., coffee tbl., Chinese style cab. & slip cov., best offer. 724-3808.

MISC.: Elec. roaster, $10; Mixmaster w/juicer, $25; knotty pine gun cab., $95; ¼ in. drill, var. spd., $15; Rotobroil rotisserie, $25; 2, 16x16 tarps, $10/ea. 757-2141.

ENCYCLOPEDIA: 20 vol. Columbia U. Press, fully illus., $35. 543-2365.

For Sale

OLDSMOBILE: '62, 88 conv., best offer o'$100. 757-0929.

MOTORCYCLE: '70 Suzuki, 350cc, windshld., safety bar, lug. rack, stor. case, $650. 261-0367.

CHEVROLET: '64 Bel-Air, 4-dr. sed., 6 cyl., auto., R&H, new shocks, balll jts., & radiator, orig. owner, $375. AN 5-7021.

CAMARO: '70 coupe, gold/beige int., pwr. steer. & disc bks., R&H, low. mi., V-8, 327 auto., w/w, orig. owner. $2,500. 581-0942.

CHRYSLER: '69, 300, 2-dr. hdtp., auto., full pwr., air cond., AM/FM stereo, w/8 trk. tape play., Pirelli radials, 11,000 mi. left on warr., best offer. 231-6494.

MGB: '70, red, o'drive, radial tires, tonn. cov., 12,000 mi., $2,175. 914 965-0449, evgs.

OLDSMOBILE: '68, 442 w/ram air, new valves, lifters, carb., muff., & tires, Mallory ignition, 4-spd., blk. coupe w/red rac. stripe, $1,600. 781-8653.

PONTIAC: '68, 400 conv., 4-spd., posi. 427-7735.

at your SERVICE

This is a free service to Grumman personnel for non-commercial advertisements, accepted on a first-come, first-served basis. Classified advertisements are carried in PLANE NEWS only on the basis that everyone replying to such advertising will receive fair and equal consideration regardless of their race, creed, color, or national origin.
Type or print ad on form available at Employees Service and Engineering counters, and send via interplant mail to PLANE NEWS, Plant 5, Bethpage. List home phone (with area code if outside Nassau or Suffolk). Limit: one ad per person per issue. No item under $10, no firearms or ammunition.

PONTIAC: '63 Catalina, gold hdtp., 4-dr., ask. $395. IV 6-2560.

VW: '64 Bug, 62,000 mi., R&H, new seat cov., $495. 536-4794.

VW: '70 Beetle, dia. blue, blk. int., radio, std. shift, orig. owner, deal. maint., $1,550. 724-6494, after 6.

PLYMOUTH: '64 Valiant, 4-dr., auto., pwr. steer., $200. 822-1634.

VALIANT: '63, 4-dr. sed., auto., pwr. steer., radio, $325. 433-7524.

FORD: '62 Galaxie, 2-dr., auto, V-8, nds. work, $150. WE 5-7830, after 6.

STA. WAG.: '62 Falcon, R&H, auto, ask. $250. JU 4-6318.

MERCEDES BENZ: '60, 220s, 4-dr.. R&H, sun roof, some rust, part. restored manuals, xtras, ask. $350. 665-6639.

VW: '64, R&H, recent valve job, reason. 669-6194, after 5.

PONTIAC: '68 Firebird conv., auto., pwr. steer., gray/blk. tp., blk. int., snows & rims, $1,975. 473-3603.

VW: '66, red, VW maint., $650. 728-1930, after 6.

STA. WAG.: '61 Buick LeSabre, $200. 665-6461.

MUSTANG: '69 Ford, V-8, pwr. steer., auto., air 27,000 mi., $2,100. CH 9-3972.

MUSTANG: '68 conv., 289, V-8, auto., pwr. steer. & tp., R&H, new tires, bks., & upper ball jts., 44,000 mi., $1,750. John Engel, Ext. 1257.

CHEVROLET: '60 Impala, $50. MO 6-6218, after 6.

CHEVELLE: '69 SS, 396, 325 hp, pw. steer. & bks., posi-rear, air cond., AM/FM, tape deck, rear wind. defog., 3-spd. auto., $1,900. 212 HO 4-0461.

PONTIAC: '62 Bonneville, '64 eng., $325. 587-5198, evgs.

MERCURY: '66 Monterey, 4-dr. hdtp., 390 c.i., auto., pwr. steer. & bks., new w/w, 54,600 mi., orig. owner. SU 5-6653.

CADILLAC: '62, 2-dr. Coupe de Ville, air cond., full pwr., $425. PI 7-2846, after 6.

DODGE: '63, 330, 68,000 mi., new front tires, batt., & bk. lin., R&H, pwr. steer., $350. 544-4780.

VW: '66, $700; also, 15 ft. alum. boat, 20 hp Chrysler motor, $350. 751-0364.

FURN.: 4 pc. gold sect., $150. 671-8463.

MISC.: Crib, chest, port. carr., swing, hi-chr., car seat, play pen, stroller, dress. tbl., car bd., walker, bath tub & seat, lamp, boy's clothing, infant to sz. 3, women's clothing, sz. 10, 11, 12. 581-6770.

MERCURY: '62 Monterey, $195. 461-5174.

ICE SKATES: Men's rac., blk., new, Maple Leaf brand, sz. 11, ask. $10. PE 5-8673.

For Sale

WASHER: Westinghouse auto., $25. WE 1-2567.

MISC.: 29 gal. fish tank, wr. iron std., pump, access., $50; fold, stroller, $15; sit down grind. stone, $45; reel gas mower, $10; swim. pool, 15x42, pump, $50. 796-3128.

CAMERA: Minox IIIs submini, flash attach., w/cases, $60/both. 212 423-3616.

BABY CARR.: Billt-Rite coach, grn., $30. 265-3463.

MISC.: Cushman dbl. drop leaf din. tbl. w/3 pads, 2 side chrs., $65; 2 Cushman maple lamp tbls., $30. 368-2915.

BOAT: 26 ft. Chris Craft Constellation, '55, 105 hp, slps. 4, full galley, new hd., new canvas., ask. $2,200. AM 4-2383.

BOAT: 34 ft. Jorgensen, flybridge, closed deck house, davits, fbgl. sail. dinghy, twin 210s, radio, depth find., monomatic hd., CO2 sys. MY 1-7153.

SUNFISH: '69 fbgl. Alcort sailboat, 14 ft., $390. 261-8790.

GLASSPAR: '66, 17 ft., 40 hp Johnson elec., new canv., & batt., fully equip., $995. 293-5403.

CAB. BOAT: 20 ft. Finlander, 50 hp Merc. elec., all access., in water till 11/1, $750. LT 9-3762, after 6.

PACEMAKER: 26 ft., Express Cruiser, 185 hp, low hrs., fully equip., slps. 4, ask. $4,500. MY 1-2636.

FISH. MOTOR: Elec., Lazi-Trol, for dinghy, alum. boat or canoe, $25. LT 9-2582.

HOUSE: Commack, 7 rm. col., 3 bdrm., 1½ bath, xtra lrg. kit., full bsmt., att. gar., appli., patio, xtras, $37,000. 543-8795.

HOUSE: Amer. Venice sec. Copiague, S. of Montauk Hwy., 2 bdrm. cape, 40x100, full dormer, jr. din. rm., w-w, s-s, o.h.w., fenc., all appli., 15x4 pool, stor. shed, $600 tax, take o' $17,000 mtge., $25,000. 226-9264.

HOUSE: Farmingdale, 8 rm., 1½ bath, 2 unfin. rms., all appli., indr.-outdr. carpet, w-w broadloom, $27,000. CH 9-8308.

HOUSE: Bohemia, 2 lrg. bdrm., ranch, lrg. liv. rm. & kit., 100x200, 2 car gar., w/elec. dr., 589-7656, after 5.

MISC.: Love seat; elec. typewriter; sgl. chr.-bd.; kit. set, sma. tbl. w/4 chrome chrs.; oval mahog. din. rm. tbl. w/leaf. 293-7888.

MISC.: Elec. roaster, $10; Mixmaster w/juicer, $25; knoty pine gun cab., $95; 2, 16x16 tarps, $10/ea.; ¼ in. elec. drill, vap. spd., $20. 757-2141.

MISC.: Sol. bdy. elec. guitar, $20; Radiant Queen broiler w/rotisserie & timer, $10; 30x48x100 magnification teleseope, $15; 3, 520x15 tubeless tires, $20; std. Blessing trumpet & straight mute, $30. 586-4806.

TV: 23 in. blk. & wh., Admiral TV cons., $75. MA 6-2825.

MISC.: 30 in. G.E. elec. range, deluxe mod., best offer; Danish coffee tbl., $25; end tbl., $15. MY 4-7376.

MISC.: New 6 ft. cypress Christmas tree w/tbl. as std., $25; Sears desk mod. sew. mach., chr. & all att., $60; wood mantle elec. logs & coals, irons, etc., $50. PY 6-1164.

MISC.: Liv. rm. tbls., 1 corner, 1 end, both dbl. tier., 1 coffee, drk. gray w/formica tps., $15/ea. or $40/3; Jr. din. rm set, 35 in china closet, tbl opens to 62 in w/leaf, 6 chrs, new recov., lgt. oak color, ask. $100. 735-5256.

DIN. RM.: Ital. Prov., 35x53 tbl., opens to 75 in., 72x40 china closet, 6 chrs., (2 capt.), $325. 427-9839.

LIV. RM. FURN.: 5 pc. mod sect., 2 end tbls., $50. 473-3695.

ACCORDION: Tivoli, full 120 bass, w/case, $90. 212 GR 1-1433.

CLARINET: Bundy w/case & access., $50. WE 5-0885, after 6.

ACCORDION: Settimio soprani, 120 bass, 7 switch, red & wh. pearl, case, $125. IV 6-8565.

STEREO SYS.: Hifi, DWyna '70 amp., Sherwood S-3000II FM tuner/MX adapter, Rek-o-kut, 134 turntbl. w/ESL 100 arm & shure cart, Knight st. preamp. 212 GR 9-5478.

TAPE DECK: Bell T-213, 2 & 4 track hds., $75. 822-5472.

ENG. RACER: Ross 3-spd., 26 in. bike, 2 mo., $50. 567-4679.

MISC.: 2 0in. AMF Roadmaster bicycle, deluxe conv., train. whls., chrome fenders, $35; 24 in. AMF Roadmaster, $15; toy hook n' ladder trk; comb. baby sled w/runners & whls.; other. 261-3802.

FALCON: '64 red, 6 cyl., std., load lvl., 60,000 orig. mi., snows, new batt., R&H, $300. 694-7349, after 5.

FREEZER: 12 cu. ft. chest type Philco, $50. WE 5-0885, after 6.

For Sale

VALIANT: '64, 225, 6 cyl., new paint, $300. AN 1-2328.

PLYMOUTH: '60 Fury, snows, $100. OV 1-4346.

CADILLAC: '57, 4-dr. hdtp., pwr. steer. & bks., auto., best offer. P. Morris, Ext. 9325.

WAGON: '65 Falcon, auto., new tires, $500. 757-8586.

VW: '68 Beetle, radio, undercoat, $1,100. 265-6128, evgs.

STA. WAGON: '61 Falcon, reason. 587-5485.

OLDSMOBILE: '69 Delta 88, cust. hol. coupe, vinyl tp., air cond., pwr. steer., wind., antenna & bkts., new tires, ask. $2,350. HI 6-3865, after 5.

NURSERY ITEMS: Perego blue fabric deluxe coach w/matt., $45; full sz. wal. Storkline crib w/matt., $25; fold. sleep, stroller, w/ft. rest, $10. 212 251-7888.

MISC.: Car rack; hair pc., brown, $25; spd. read. mach., $80. CH 9-9344.

RM. DIVIDER: 80 in. hi., 28 in. wi., bronze poles, bras shelf, $10. CH 9-4007.

BIKE: 24 in. girl's Rollfast, $20. 744-3365.

MISC.: Sony stereo tape player, nds. sma. repair, $50; Kor-sonic AM radio, phono, $15; walkie(talkie, $10; 2 radios, $15. 621-3734.

MISC.: Duck boat & decoys. 589-7230.

PUPS: Great Dane, fawns, champ bloodlines. 796-1361.

MISC.: Childcraft crib w/matt., $25; Tony hobby horse; RCA radio phono tbl. combo. $10; OV 1-7891.

GUITAR: Contessa, sol. bdy., w/case, $100. 421-2307.

SKI EQUIP.: Child. boots, 3 pr.; 2 pr. men's boots, skis & poles, var. sz. HA 7-6399.

CYL. HDS.: Reblt. to fit '63-'67 Cadillac. Robt. Kennedy, Ext. 7701.

BOAT: '65 Sportfisherman, 38 ft., Chris Craft Seahawk twin 275s, f.w.c., 6.5 Kohler gen., f.w.c., all std. equip., flybridge, outriggers, swim plat., depth find., S/S, hd.w/shower, hot water, slps. 6, stove, oven, refrig.-sniffer, davits, dinghy w/outbd., ask. $21,000. 694-0696.

OUTBD.: 16 ft. Eltro w/35 hp elec. start Mercury, boat cov., Navy tp., $650. 922-4549.

HOUSE: Pt. Jefferson vill., 3 bdrm. cust. col. cape, 1/3 wood. acre, fieldstone firepl., formal din. rm., eat-in-kit., deluxe dishwash., scrn. porch, full bsmt., s-s, w-w, 220v/100amps, sep. o.h.w. heat., xtras, $650 tax., $39,000. HR 3-3232.

HOUSE: Jericho, 8 rm., 3 bdrm., 1½ bath, att. gar., fenc. bk. yd., fin. bsmt. w/bar, playrm., opp. sch., nr. RR & Mid-Isl. Plaza, $37,200. 433-3059.

HOUSE: Lindenhurst, 8 rm. split ranch w/gar., fieldstone front, all appli., carpet., 1½ bath, lndscpd. & undergrnd. sprink., xtras, $38,000. 248-8450.

HOUSE: Hicksville, 1 mi. Grumman, 2 bdrm., 1 lrg. unfin. rm., 1½ bath, eat-in-kit., dishwash., din. rm., panel. den, ffirepl. in liv. rm., fin. bsmt., gar., cul-de-sac, nr. sch. & churches, $30,000. WE 5-1344, after 5.

HOUSE: Brentwood N., 3 bdrm. ranch, nr. Expwy., prof. lndscpd., w-w, dishwash., part. fin. bsmt., xtras, $24,950. 273-4278.

HOUSE: Bay Shore, 3 bdrm. ranch, full din. rm., eat-in-kit., att. gar., jalousied porch, full bsmt. part. fin., w-w, s-s, xtras, walk shops, $29,500. MO 5-2706.

For Sale

HOUSE: Vic. Margaretville, N.Y., 1 acre, 4 bdrm., 1½ bath, huge stone firepl., xtras, gd. hunt., fish., ski., xtra land avail., $22,500. 212 889-5893.

PROPERTY: 5 acres, Wm. Floyd Pkwy. bet. Rte. 25 & 25A, gd. poss. for bus. rezone, $25,000. 744-6903.

PONTIAC: '66 Bonneville, pwr. steer. & bks., rear spkr. & defog., ask. $1,100. MY 4-5091.

CHEVELLE: '69 SS, 396, 325 hp, Le Mans, blue, blk. vinyl tp., cons., bkt. seats, turbo hydra. 3-spd., pwr. steer. & disc bks., 8 trk. stereo AM/FM, 5-spkr., alarm, chrome rev. whls., new tires, orig. owner, $2,000. 981-2572.

RD. RUNNER: '70, 2-dr. hdtp., blue, hi-perf 383, Hurst 4-spd., all fact. std. equip., pwr. steer., tach/clock lt. pkg., sure grip rear, steel rd. whls., more, best offer. 676-8732, after 6.

SNOW TIRES: Gen'l 700x13 on Dart whls., $25. 473-3790, after 5:30.

SNOW TIRES: 735x14 w/whls., fits Ford, Mustang, Comet, $30/pr. OR 6-7526.

FURN.: Liv. rm. cust. horse hair fill. sofa & chr., rose, 1 chr. drk. grn., arm sleeves & zip. cov., foam cush., $350. CH 9-6888, bet. 7-8 p.m.

CLOCKS: Antiques. domestic & import. 731-7366.

MISC.: 21 in. RCA color TV cons., $400; 9 pc. comp. bdrm. set, $400; comp. liv. rm., tbls., chrs., lamps, sofa! 12x15 rug, $90; 12x21 grn. rug, $125. Artie Schwenker, Ext. 9406.

FURN.: Mod 3 pc. sect. cocoa brown sofa w/gold thread, $150; 2 step end tbls. & 1 cocktail tbl., limed oak formica tps., $30. 293-8343.

REFRIGERATOR: 14 cu. ft. Sears Cold Spot, 5 yr., $50. 273-4201.

DIN. RM. SET: Contemp., 4 ft. tbl. opens to 6 ft. w/2 leaves, 6 chrs., uphol. seat, china closet w/gl. front, sol. Amer. wal., $150. 588-6793.

BDRM. SET: Sol. cherry mahog. bed w/bkcase hdbd., spg. & matt., 2 ngt. tbls., dbl. dress. w/full lngth mirror, chest on chest dress., $175. 588-6793.

END TBLS.: 2 scalloped inlaid lea. tp., wal., French per. style, $45/ea. 543-2738, after 6.

HOUSE: Ronkonkoma, '70 ranch, 3 bdrm., 2 bath, o'sz. gar., o.h.w. heat, s-s, w-w, wash./dry., nr. shop., ask. $28,000. 585-3991, evgs.

HOUSE: E. Islip So., 2 bdrm. cust. cape, non-develop., w-w, panel. den, firepl., exp. dormer, 1½ bath, 75x125, treed & fenc., $31,500. 277-3686.

HOUSE: Amityville, 4 bdrm. cape, fifin. bsmt., xtras, $26,500. 598-3646.

HOUSE: Massapequa, Nassau Shores, sch. dist. 23, 8 rm., 100x100, corner plot, 26x16 liv. rm. w/firepl., 2½ bath, 2 car gar., full bsmt., w-w, $44,-500. LI 1-0894.

HOUSE: Wading River, 3 bdrm. new cust. ranch, bsmt., oil heat, cedar shingles, firepl., gar., $27,-900. 929-4912.

PROPERTY: Waterfront lot on Lake Panamoka, 3 mi. Calverton plt. SU 5-6653.

MERCURY: '68 Montego, 2-dr., blue, hdtp., 39,500 mi., air cond., auto., pwr. steer. whi. vinyl int., 302, $1,395. 621-6989.

VW: '67, wh., blk. int., orig. owner, mtd. snows, $1,100. 271-1505.

MGB-GT: '70, blue/blk. int., std. 4-spd. cons., radial tires, rear wind. defrost, AM, $2,750. 842-0295.

Credit Union notice

Hurdman and Cranstoun, Penney & Company, Certified Public Accountants, acting in behalf of the Supervisory Committee of the Bethpage Aircraft Federal Credit Union, has recently forwarded confirmation requests as to share and loan balances to the following members:

Permanent Numbers 000011 through 074062

(Your Credit Union Number is comprised of your six digit Permanent Number preceded by a control number.)

This is a routine audit operation prescribed by Federal Regulations for the protection of the members. If your Permanent Number is within the group listed above and you DID NOT receive a confirmation request, please tear out this notice, write your name, permanent number and telephone extension in the blank space below, and forward through the inter-office mail to Hurdman and Cransstoun, Penney & Company, Plant 30.

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For Sale

MAVERICK: '70, stick shift, $1,350. PE 5-8323.

OLDSMOBILE: '65 Delta 88, 4-dr., wh., air cond., pwr. steer. & bks., R&H, $750. ED 4-6423.

DODGE: '68 Charger, 318, V-8, auto., pwr. steer., bkt. seats, vinyl roof, $1,100. WE 1-4588.

PLYMOUTH: '69 Belvedere, 6 cyl., auto., pwr. steer., 26,000 orig. mi., $1,700. LT 9-0354.

PLYMOUTH: '68 Belvedere, 2-dr., auto., pwr. steer., radio, mtd. snows, 24,000 mi., orig. owner, 26,000 mi. on warr. trans. 489-4876, evgs.

STA. WAG.: '68 Plymouth cust. surb, 9 pass., low mi., best offer. FL 4-2091.

DODGE: '60, $100, HA 3-7483.

MOTORCYCLE: '70 BSA, 441 cc, 5,000 mi., $700. 588-4356.

MOTORCYCLE: Suzuki 90, w/car bracket, 1,000 mi., $335. MY 2-8654.

MINI BIKE: '69 Rupp Sprint, 3½ hp, $100. 676-6203.

ENG.: 3 cyl. Saab, comp. w/start., gen., etc., $50. AN 1-8368.

VW ENG.: '64, 40 hp, comp. reblt. & install., $160. 273-7509.

MOBILE HOME: '67 Mt. Vernon, 10x50, furn., 2 bdrm., wash./dry., shed, Riverhead, $6,250. 931-2933.

TRAVEL TRLR.: '69 Rover, slps. 6, elec. bks., hot water shower, xtras. CH 9-0576.

CAMPER: Dodge fam. wag., under warr., van pop-tp., sink, stove, icebox, air cond., elec. hook-up, slps. 4-5, V-8, auto., rear heat., alarm, hvy. dty. bumper guards, 36,000 mi. 212 379-3133, evgs.

TRAVEL TRLR.: '69 Tag-A-Long, 14 ft., self cont., slps. 6, xtras, $1,500. 281-8063.

CAMPER: '71 Starcraft Starmaster 6, $1,175. 931-8542.

MISC.: 16 ft. alum. Starcraft, hi-sides, walk-around type, windshld., steer. whl., on trlr., 40 hp Evinrude elec. shift & start, access., batt., anchor, life preserv. HA 7-5216.

SAILFISH: Comp. refin., epoxy resin on wood hull, Interlux inter-poly fin. coat. MO 6-8967, after 5.

CHRIS CRAFT: 23 ft. Cavalier, 327, 20 hrs., velvet drive, fbgl. btm., hd., slps. 2, in water, $2,990. 767-4464.

HOUSE: Bethpage, 4 bdrm. cape, din. rm., 2 zone heat, gar., fenc. in yd., $32,500. 433-1687.

HOUSE: Selden, 3 yr., 4 bdrm. col., ctr. hall, din. rm., eat-in-kit., panel. fam. rm., raised liv. rm., 1½ bath, 2 car attach. gar., fenc., s-s, nr. Smithhaven Mall, xtras, $31,500. 732-1107.

HOUSE: Brentwood, 2 story, 7 bdrm., fin. bsmt., o.h.w. heat on 3 lvls., blt. in vac., new cesspool, s-s, ¾ pump for sprink., 75x100, low tax, $29,900. 273-7325.

HOUSE: 1½ story ranch, 3 bdrm., 2 bath, 2 car gar., alum. sid., fenc., patio w/firepl., fully carpet., 4 appli., 16x32 in ground pool, $32,000. 243-1137.

HOUSE: Locust Valley, sch. dist. 3, 4 bdrm., 2½ bath, $34,500. OR 6-6004.

HOUSE: Shirley, cust. 3 bdrm. ranch, w-w, air cond., 1½ bath, fin. bsmt. w/ak fls., cedar closet, lndry., se. rm., attach. gar., ¾ acre, treed, xtras, $32,500. 281-9392.

DIN. RM. SET: Mod., cordovan & blond mahog. hutch cab., 6 chrs., 4 strawberry, 2 lime, cov. in Naughahyde, best offer. 922-7810, after 6.

FURN.: Liv. rm., sofa, 4 chrs., 2 lamps, 2 tbls., 43 yd. rug, $400. JU 4-6090.

TVs: 17 in. Westinghouse port., $20; 17 in RCA port., $20; 19 in. RCA Victor, $30. GE 3-5733.

KIT. SET: Formica table tp., grey wood grain, 36 in. round tbl. ext. to 60 in., 2 leaves, 4 chrs., orange wood grain vinyl cov., $55. 285-5252.

MISC.: 21 in. RCA B&W TV cons., ask. $25; 2 snows, 700/750x14 w/rims, ask. $25. 724-0743.

FIREPL.: Mantle, port., mahog., w/simul. burn. logs, andirons, $50. 486-2906.

FIREPL.: 7 ft. contemp., sol. red mahog., best offer. CH 9-8956.

RADIATORS: 9,000 BTU gas steam, 3 sect., 6 tube, dir. radiation 25 sq. ft., 22 in. hi., $30. JU 6-6471.

CLARINET: $75. 798-5459.

CLARINET: Vito, $100. 751-5732.

CAMERA SET: Argus/Cosina 706 super 8 mm, fully pwd., 6 to 1 zoom, Argus/Dualmaster 881 auto., zoom proj., all access. inc., new, $200. 249-4638.

CARR.: Biltrite coach, blue, chrome fend., $25. 543-1565.

SKI BOOTS: 2 pr. Munari, bkle., 2½ & 3½ sz., ask. $15/pr. 261-3299.

BICYCLE: 16 in. 2 whlr. w/train. whls. 921-0865.

For Sale

COLLECTOR'S ITEMS: Pre-historic Ammonoid 1¾x2½ in., S. Dakota, $50; 1 in. Trilobite, Penn species, $100; fish fossil, Grn. River. Wyo., $40; Dinosaur bone species 2 wk.-SD, $100; Oreadon tooth, S. Dakota, $10; fossilived shell, Ohio, $10. 234-8979.

AIREDALES: AKC, champ sired, all shots, whelp. 8/11, guar. health. 473-1162.

SCHNAUZER: Mini, AKC, fem., 2 yrs. WE 1-2339.

SIBERIAN HUSKY: AKC, fem., 2 yrs. WE 1-2339.

DOG HOUSE: 34 in. plywood, shake singles, for dog 50-80 lbs., $25. 665-1368.

BOAT: 17 ft. fbgl. lapstrake w/65 hp elec. Johnson, all access. incl., $1,695. 589-5239.

BOAT: '55 Chris Craft cab., 16 ft., slps. 2, '58 Johnson 50 hp elec., '70 Little Dude tilt trlr., best offer. LT 9-2558, after 5.

PACEMAKER: '67, 27 ft. Sportsfisherman, S/S, F/B, depth find., 250 hp, 2 run. sta., slps. 4, galley & dinette, low hrs. 277-1565.

BOAT: '63, 18 ft. Cruisers Inc. mahog. lapstrake, '64, 75 hp Johnson elec. shift sgl. control, '64 Shipmate tandem tilt trlr., xtras, $1,100. VA 5-1902.

BOAT: '63 Owens, 25 ft., 185 hp, reblt. in '71, slps. 4, N.Y.S. appr'd., hd., galley, dinette, radio depth find., new deck., $2,950. 249-5655.

WINTER COV.: For boat, 21x33, 14 oz. canv., $50. JU 8-5479.

MOTORCYCLES: '70 CB-750 aqua & gold., 4 cyl., low mi., $1,175; '69-CB-450, blk. & chrome, 4-spd., low mi., ask. $525. 212 779-6362.

SUZUKI: '71, T350, 5 mo., 1,900 mi., 2 helmets, goggles, rain jkt., $650. WE 1-1075.

MINI-BIKE: Cheetah frame, 3-hp Craftsman eng., $35. PY 6-9634.

MISC.: 20 in. home made motor bike, 3 hp Briggs gas eng., twister grip cont. & bks., $30; 56 in. Tornado skis, step bind. & poles, $20; 20 in. Sears reel mower, $25; 24 in. girl's bike, $15. CH 9-4884.

SNOWS: Radial 165SR 13, stud., w/whls., $50. 289-4695.

SNOWS: F70x14, 7:75x14, mtd., used 1 season, $20/pr. 681-9588.

TIRE: Truck, new 950x16.5 10 ply, wide base rayon, for 7500 GVW pickup campers, $40. CH 9-4638.

TIRE: Gen'l. jumbo 780, A78x13 or Firestone belt., A78x13; Chev. Vega, whl. & cap, $30. 924-3730.

TIRES: 2 mtd. snows on new whls., 775x14, used 1 season on '64 Chevy, ask. $35/set. 938-4378.

BDRM. SET: Drexel mahog., 72 in. dresser & mirror, dbl. bd., 2 nght. stds., chest on chest, $200. WE 5-8623.

FURN.: 5 pc. wal. bdrm. set, dbl. bd., $125; oak sidebd. w/oval bevel. mirror, $50; 2 sgl. box spgs., Sealy all hair matt., frames & hdbds., $75. 223-9342.

OBITUARIES

Plane News has received word that death has come to the Grumman personnel listed below. We extend sincere sympathy to relatives and friends.

HARRY JOHNSON of Facilities Maintenance, Plant 36, died October 7. He was 58 years old and had worked for Grumman since 1968. He lived at 521 Champlain Ave., North Hempstead.

FREDERICK C. JENSEN died October 11 at the age of 56. He had been with Grumman 22 years and he worked in Flight Development/Operations, Plant 7. His home was at 314 Independence Ave., West Islip.

JAMES SCHNEIDER of Manufacturing Production & Control - Support Operations, Plant 33, died October 12 at the age of 26. He had been with Grumman eight years. He lived at 11 Golden Ave., Apt. H-2, Deer Park.

ROBERT W. BLOMQUIST of the Propulsion Dept., Plant 33, died October 16 at the age of 54. He had been with Grumman since 1952 and lived at 14 East Ave., Glen Cove.

Give to United Fund — if you don't do it, it won't get done!

There are 24 prizes up for grabs for people at Grumman who contribute to the United Fund of Long Island. Some of them—like the 25-inch Magnavox color TV-stereo combination first prize—would look good in any home.

But there's a lot more than prizes at stake in this year's United Fund campaign. There's a matter of survival.

About 600,000 people benefitted from the United Fund last year, and the way things have been going, it's more than likely that figure will be surpassed in 1971. And those more than half-million people assisted last year by the 19 non-profit hospitals and 60 voluntary agencies came from every segment of our society: young and old, rich and poor, bright and not so bright. Tragedy, it seems, plays no favorites.

Earning their way

Take Jimmy M. Looking at him you see a handsome, blue-eyed, curly-haired 15-year-old. What you can't so readily perceive is that Jimmy is mentally retarded as a result of a brain injury at birth. He loves all the games other kids play but he can't learn the rules, which complicates things when he wants to play ball with the other kids on the block.

Jimmy attends a special class, but pretty soon all his pals will be moving up through high school and then on to jobs, the service, or college. What awaits Jimmy? Only time will tell.

It wasn't too long ago that the future for a boy like Jim would be bleak indeed. It's still far from easy, but maybe—just maybe—he will be able to become a productive member of the community. And that will mean more to Jimmy than to anyone else.

How? With help from the Association for Retarded Children in Suffolk County and the Association for the Help of Retarded Chidlren in Nassau. The two agencies have set up special training programs for mentally retarded persons to provide them with basic skills that could prepare them to earn their own way in this world.

The United Fund helps both the ARC and the AHRC.

Help for family

Or take the case of Mrs. S., whose husband walked out on her and left her as the sole support of their five children—and in a state of mental confusion and despair. She had no means of support and didn't have the background for a well-paying job, but nevertheless she now became the family provider.

She got help at the Dorothy K. Robin Child Care Center in Hempstead, a voluntary agency of the United Fund. While providing her with consultative services, the Center also supplied glasses and corrective shoes in addition to providing day-care for her three-year-old son, Billy, and clothing the rest of the family, too.

Mrs. S. became a nurse's aide with help of a Federally funded program, and Billy, now age six, is attending grade school. Their problems aren't over, but they are on the way toward helping themselves.

These are but two of the thousands and thousands of cases referred to voluntary agencies that receive support from the United Fund. And though we may feel totally self-sufficient, impervious, in a sense, from this type of situation, what could we do—alone—if we were suddenly to find ourselves in the same type of trouble.

Big goal

This year the United Fund goal is $4 million. Yes, that's right $4 MILLION. It might seem somewhat ambitious, especially considering tha fact that last year the United Fund could raise no more than $2.8 million. But that's what Fund officials think will be necessary to provide the types of services and facilities necessary to do the job on Long Island.

The United Fund doesn't supply **total** support to these 19 non-profit hospitals and 60 voluntary agencies—that would involve many millions and millions of dollars more. **But it helps!** And this all-in-one fund appeal assures an economical administration of funds (about 90 cents of every dollar collected is channeled into hospitals and agencies), and it eliminates the need for separate fund drives for all these worthy causes.

It's true that the United Fund helps the old and infirm, the mentally and emotionally handicapped, and people of all ages and backgrounds who have "special" problems. But the Fund also provides assistance and back-up to such groups as the Boy Scouts and Girl Scouts, Camp Fire Girls, and many, many more.

How about it, will you help? The United Fund drive began last Monday, October 18, at Grumman and will continue into December. If you are not already a contributor to the Fund you should have received a payroll-deduction authorization card with a message from Board Chairman Lew Evans and President Bill Zarkowsky.

Payroll deduction

Look it over. Please consider participating in the Fund, if not for a full share then for a smaller amount. If you want to find out more about the Fund, contact any one of the Employee Services representatives. They'll be happy to tell you more. Should you decide to contribute by payroll deduction, fill out the authorization card and return it to an Employee Services rep; he'll do the rest.

There are 24 prizes that will go to lucky United Fund participants at Grumman. The first 16 go to full-share contributors, and eight more will be up for grabs to all participants (there are four extra listed to make sure that a winner will always have more than one prize to pick from).

But forget the prizes. Think about Jimmy M. Think about Mrs. S. It's a matter of survival for them.

Remember—tragedy plays no favorites.

Taking shape. **Clay figures take shape in the hands of these tykes at Roosevelt Day Care Center. The United Fund assists nine such agencies that provide day-care and pre-school guidance for children whose mothers work or are incapacitated. (Photo by Bob Settles)**

United Fund prize list

1. Magnavox 25-inch color TV-stereo combination, with one-year's service
2. G.E. 24-cubic foot refrigerator with ice maker and crusher
3. Sylvania 25-inch color console T.V., with one year's service
4. Fisher 120-Watt amplifier with Garrard turntable and one pair Superdynamic speakers
5. G.E. Americana range or Caloric gas range
6. G.E. 25-inch color console T.V., with one year's service
7. RCA 23-inch color console T.V., with one year's service
8. Westinghouse duplex refrigerator-freezer
9. Sylvania stereo console AM-FM
10. Magnavox 19-inch color T.V. (wood), with stand
11. Sylvania 18-inch portable color T.V.
12. Pioneer 70-Watt amplifier with BSR tuner and pair Creative speakers.
13. Frigidaire Skinny-Mini washer-dryer
14. G.E. 18-cubic foot frost-free refrigerator
15. Caloric gas range
16. G.E. 16-pound automatic washer
17. Magnavox stereo sound system
18. G.E. undercounter dishwasher
19. G.E. upright freezer
20. Whirlpool automatic washer
21. G.E. 30-inch electric range
22. G.E. port-a-color TV
23. Polaroid Camera outfit No. 360
24. G.E. 23-inch black and white TV console
25. G.E. 23-inch black and white table-model TV with stand
26. Westinghouse automatic clothes dryer
27. G.E. portable wishwasher
28. G.E. or RCA 16-inch portable black and white TV with stand

About schedules

To provide time off for voting on Election Day, Tuesday, November 2, personnel on all shifts will report for work at their regularly scheduled starting time but will terminate their shift two hours earlier than their regular quitting time. This paid time off applies only to employees in plants that are located in areas where elections are being held, Bill Zarkowsky, President of Grumman Aerospace, announced.

Eliminate buses

A couple of years ago when the Grumman inter-plant bus service was introduced there was a slogan (borrowed from somewhere) of "Leave the driving to us."

A recent memo from Vice President Tom Rozzi, director of Security and Personnel Services, announced that a careful study of all inter-plant bus services had been concluded, and as a result of that study (and keeping in line with "cost reduction") all inter-plant bus service in the Bethpage complex (including Data Systems Center) will be discontinued as of Monday, November 1.